

# County Durham Plan Sustainability Appraisal Pre Submission Draft

2019

## Appendices



*Altogether better*



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## Appendix A - Schedule of Responses

### Relevant Documents

- ) Sustainability Appraisal Scoping Report (February 2016)
- ) Interim Sustainability Appraisal of the County Durham Plan Issues and Options (June 2016)
- ) Sustainability Appraisal Preferred Options (August 2018)

### Schedule of Responses – SA Scoping Report (February 2016)

Consultation with the statutory consultees (Natural England, Historic England and the Environment Agency) on the SA Scoping report helped to ensure that the scope and level of detail to be included in the sustainability appraisal was appropriate to its purpose, taking into account the objectives and geographical scope of the County Durham Plan. The following table demonstrates compliance with task A5 (Consult the consultation bodies on the scope of the Sustainability Appraisal report) of the SA process.

SA Question	Environment Agency response	Sustainability Team Response
<p><b>1</b> - Are there any other relevant policies, plans or programmes and sustainability objectives that will affect or influence the Local Plan and the SA process? If so what are they?</p>	<p>Since the 2009 and updated 2012 SA the Environment Agency has made some key changes that may affect or influence the Local Plan and SA process. These are outlined below:</p> <ul style="list-style-type: none"> <li>) River Basin Management Plan: Northumbria River Basin District 2009 has been updated in 2015. This document builds on the 2009 plan and can be found on our website using the following link - <a href="https://www.gov.uk/government/collections/river-basin-management-plans-2015">https://www.gov.uk/government/collections/river-basin-management-plans-2015</a></li> <li>) Flood risk assessments: climate change allowances. New climate change allowance figures were published in February 2016 which will impact sites within flood zones 2 and 3 - <a href="https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances">https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances</a></li> </ul> <p>We support the inclusion of the EU Waste Framework within Table 2. We would advise that when developing policies on waste we emphasise the importance of the 'Waste</p>	<p>Noted and subsequently the Scoping report was updated to take into account the updated River Basin Management Plans.</p> <p>Comments on climate change allowances are noted and included as commentary in section 3.8.5.</p>

	<p>Hierarchy' as set out in Article 4 of the revised EU Waste Framework Directive to maximise the reduction and re-use of waste.</p> <p>Further to this we feel that the Environment Agency Medium Term plan should also be referenced as this sets out our investment programme from 2015 to 2021.  <a href="https://www.gov.uk/government/publications/programme-of-flood-and-coastal-erosion-risk-management-schemes">https://www.gov.uk/government/publications/programme-of-flood-and-coastal-erosion-risk-management-schemes</a></p>	<p>Noted.</p> <p>Noted and referenced in Table 2.</p>
<p><b>2</b> - Have we correctly identified the key messages from the PPP's? If not, what are they?</p>	<p>We support the climate change and adaption key messages included within the PPP's. However we would suggest also keeping the 2012 Climate change adaptation message.</p> <p>We would advise updating the key sources within the Water section to reflect the updated Northumbria River Basin Management Plan 2015.</p>	<p>Agreed.</p> <p>Agreed and updated.</p>
<p><b>3h</b> - Can you provide or refer us to any additional supporting data to improve the baseline information?</p>	<p>New climate change allowance figures were published in February 2016 which will impact sites within flood zones 2 and 3 - <a href="https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances">https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances</a></p> <p>You may have prepared assessments using the previous climate change allowances (published in 2013). EA will base its advice on the previous allowances where development plans or proposals are well advanced. This will include a development plan already submitted for examination.</p> <p>Making an allowance for climate change in your strategic flood risk assessment will help to minimise vulnerability and provide resilience to flooding and coastal change in the future.</p> <p>Where a level 2 SFRA is in the final stages of development and based on the previous climate change allowances, we will focus on areas where development pressures are greatest, particularly for vulnerable development types, and in sensitive locations.</p> <p>Where sites for vulnerable development areas or in sensitive locations are identified we would ask to consider the implications of the updated allowances on these area to ensure site allocations and local plan policies based on the SFRA are appropriate in the context of planning policy.</p> <p>For development areas where the impact of updated allowances is not assessed, we will expect the updated climate change allowances to be used in FRAs for future planning applications. This should be reflected in the SFRA report and be carried</p>	<p>Agreed and referenced in section 3.8.5.</p> <p>Noted and Agreed.</p> <p>Noted. A new SFRA will be developed as part of the evidence base for the next stage of County Durham Plan development.</p> <p>As Above.</p>



	through to local plan preparation. We would also expect that future revisions to the SFRA use the updated climate change allowances.	
<b>3i</b> - Can you provide or refer us to any additional supporting data to improve the baseline information?	<p>River Basin Management Plan: Northumbria River Basin District 2009 has been updated in 2015. This document builds on the 2009 plan and can be found on our website using the following link -</p> <p><a href="https://www.gov.uk/government/collections/river-basin-management-plans-2015">https://www.gov.uk/government/collections/river-basin-management-plans-2015</a></p> <p>The supporting data can be found on Catchment Data Explorer by using the following link - <a href="http://environment.data.gov.uk/catchment-planning/">http://environment.data.gov.uk/catchment-planning/</a></p>	Noted and Scoping report updated.
<b>4</b> - Have we correctly identified the 'Business as Usual' scenario against each theme for the County? Is there anything further to add?	I would agree that the 'Business as Usual' scenario has correctly identified all the relevant issues	Noted.
<b>5</b> - Have we correctly identified the key sustainability issues? If not, what is incorrect and what have we missed?	<p>We support the current key sustainability issues, in particular around climate change mitigation and flood risk.</p> <p>We agree that two key issues relating to the Environment Agency within table 8 are no longer required: Lack of planned approach to adapting to inevitable effects of climate change and continued need for minewater pumping to protect surface and ground water quality.</p> <p>Working closely with the Lead Local Flood Authority we have developed a co-ordinated partnership approach to climate change adaptation. The Environment Agency is also working closely with the Coal Authority to manage minewater to protect ground and surface waters.</p>	<p>Noted.</p> <p>Noted and agreed.</p> <p>Noted.</p>

<p><b>6</b> - Have we correctly identified the environmental characteristics of the Central Durham Area? If not, what is incorrect and what have we missed?</p>	<p>Overall the characteristics have been identified correctly. However I would advise that the updated Northumbria River Basin Management Plan 2015 data is used to characterise the water quality section 4.2.38 of the Central Durham area.</p>	<p>Noted and report updated in appropriate sections including section 4.2.38.</p>
<p><b>7</b> - Have we correctly identified the environmental characteristics of the North Durham Area? If not, what is incorrect and what have we missed?</p>	<p>Overall the characteristics have been identified correctly. However I would advise that the updated Northumbria River Basin Management Plan 2015 data is used to characterise the water quality section 4.3.41 of the North Durham area.</p>	<p>Noted and report updated in appropriate sections including section 4.3.41.</p>
<p><b>8</b> - Have we correctly identified the environmental characteristics of the East Durham Area? If not, what is incorrect and what have we missed?</p>	<p>The characteristics have been identified correctly, however I would advise that the Northumbria River Basin Management Plan 2015 is used to characterise the water quality section 4.4.56 of the East Durham area.</p>	<p>Noted and report updated in appropriate sections including section 4.4.56</p>
<p><b>9</b> - Have we correctly identified the environmental characteristics of the South Durham Area? If not, what is incorrect and what have we missed?</p>	<p>The characteristics have been identified correctly, however I would advise that the Northumbria River Basin Management Plan 2015 data is used to characterise the water quality section 4.5.56 of the South Durham area.</p>	<p>Noted and report updated in appropriate sections including section 4.5.56.</p>
<p><b>10</b> - Have we correctly identified the environmental characteristics of the West Durham Area? If not, what is incorrect and what have we missed?</p>	<p>The characteristics have been identified correctly, however I would advise that the Northumbria River Basin Management Plan 2015 data is used to characterise the water quality section of the West Durham area.</p>	<p>Noted and report updated in appropriate sections including section 4.6.55.</p>

<p><b>11</b> - Do you have any comments on the suitability of the SA Framework? Is there anything that should be changed or added?</p>	<p>With regard to sustainability question 9 we would recommend the inclusion of the following questions:</p> <ul style="list-style-type: none"> <li>- Discourage inappropriate development in areas at risk from flooding?</li> <li>- Ensure that new development does not give rise to flood risk elsewhere?</li> </ul>	<p>SA framework amended to include both questions under Sustainability Objective 9 - To respond and enable adaptation to the inevitable impacts of climate change.</p>
<p><b>SA Question</b></p>	<p><b>Natural England Response</b></p>	<p><b>Sustainability Team Response</b></p>
<p><b>1</b> - Are there any other relevant policies, plans or programmes and sustainability objectives that will affect or influence the Local Plan and the SA process? If so what are they?</p>	<p>We are not aware of any other plans, programmes or policies that need to be considered.</p>	<p>Noted.</p>
<p><b>2</b> - Have we correctly identified the key messages from the PPP's? If not, what are they?</p>	<p>In relation to the plans, policies and programmes that are relevant to our remit we consider that all of the key messages have been identified.</p>	<p>Noted.</p>
<p><b>3j</b> - Can you provide or refer us to any additional supporting data to improve the baseline information?</p>	<p>In relation to question 3j, Wetland Bird Survey (WeBS) data may be available for bird usage along the coast. This is collected monthly, so would provide useful supplement to the specific survey data being collected, although we are unsure how well covered the WeBS sectors along the Durham Coast are.</p>	<p>Noted, however WeBS data is unfortunately not available for key areas in Durham and is only available for 2007 for The Tees Estuary.</p>
<p><b>4</b> - Have we correctly identified the 'Business as Usual' scenario against each theme for the County? Is</p>	<p>We consider that the 'Business as Usual' scenario against each theme has been correctly identified. It should be noted, however, that SSSI condition (within the Biodiversity and Geodiversity) section is related to the reason for designation, and so for example if bird numbers were to change in a SSSI designated for its bird interest this could have an effect on the overall condition of that site.</p>	<p>Noted.</p>

there anything further to add?		
Questions 5 – 9	We consider that all of the environmental characteristics of the East Durham Area have been correctly identified, and do not consider that anything has been missed. We do note that Castle Eden Dene SAC is mentioned twice in the summary box at the end of the section.	Noted and amended.
<b>10</b> - Have we correctly identified the environmental characteristics of the West Durham Area? If not, what is incorrect and what have we missed?	Natural England's view is that all of the environmental characteristics of the West Durham Area have been accurately identified, and none have been missed.	Noted.
<b>11</b> - Do you have any comments on the suitability of the SA Framework? Is there anything that should be changed or added?	We consider the SA Framework provides a suitable means for assessing the objectives identified, and have no suggestions for areas that should be considered beyond those identified.	Noted.
<b>Other Comments</b>	Section 3.10.26 (pg. 53) lists 5 National Nature Reserves (NNRs) found within County Durham but omits Cassop Vale NNR. Cassop Vale is mentioned at page 96 (section 4.2.34) and described as an NNR here. For completeness, we advise that Cassop Vale be included in future references to NNRs within the County.	Noted and amended.

	While not explicitly mentioned within the document, green infrastructure is implied throughout, and this should be maintained, as consideration of green infrastructure and the benefits it can help provide can contribute towards a number of the key sustainability issues identified in Table 18.	Noted and agreed.
<b>SA Question / Section</b>	<b>Historic England Response</b>	<b>Sustainability Team Response</b>
<u>Page 14, Para 2.0.4</u>	<p>The following documents should also inform the Scoping Stage, and their findings reflected in Table 3 (page 19):</p> <p>International:</p> <ul style="list-style-type: none"> <li>) UNESCO World Heritage Convention 1972</li> <li>) The Convention for the Protection of the Architectural Heritage of Europe (Granada Convention)</li> <li>) The European Convention on the Protection of Archaeological Heritage (Valetta Convention)</li> </ul> <p>National:</p> <ul style="list-style-type: none"> <li>) UK Marine Policy Statement</li> <li>) The Culture White Paper (DCMS 2016)</li> <li>) Historic England Good Practice Advice Notes in Planning</li> <li>) Historic England Advice Notes</li> </ul> <p>Regional:</p> <ul style="list-style-type: none"> <li>) North East Case for Culture</li> <li>) North East Rapid Coastal Zone Assessment Survey (English Heritage 2008)</li> </ul> <p>Local:</p> <ul style="list-style-type: none"> <li>) Durham Cathedral and Castle World Heritage Site Management Plan (draft 2016-2021)</li> <li>) More recent Conservation Area Management Appraisals, e.g.: Durham City</li> <li>) Relevant Neighbourhood Plans</li> </ul>	Noted and documents listed included in updated report within Table 2 and taken into account in key messages.
<u>Page 62, para 3.11.9, Durham Heritage Coast</u>	Heritage Coasts were established to conserve, protect and enhance heritage assets, as well as the natural beauty of the coastline and their terrestrial, coastal and marine flora and fauna. It would therefore be helpful to recognise this role within the future	Accepted and report updated to reflect change.



	trends and challenges, and consider how its unique industrial history might provide opportunities as well as challenges.	
<u>Page 129, para 4.5.44</u>	The reference to English Heritage should be amended to read Historic England.	Accepted and report updated to reflect change

### Schedule of Responses – Interim SA of the County Durham Plan Issues and Options – June 2016

The following table presents the schedule of consultation responses to the initial, interim stage of SA and associated report which assessed high level alternatives relating to ‘how much development and where.’

<b>Natural England</b>	<b>Sustainability Team Response</b>
We have no specific comments to make in relation to the Sustainability Appraisal, but welcome the inclusion of green infrastructure and Sustainable Drainage systems as potential means to mitigate for environmental impacts such as the increased risk of flooding from new housing and employment land provision.	Noted
<b>Historic England</b>	<b>Sustainability Team Response</b>
We have previously commented upon the scope of the accompanying Sustainability Appraisal. While we do not have the capacity to review the SA in detail, we agree with the conclusions, in particular in relation to the historic environment in Figure 6 and Table 8.	Noted
<b>Environment Agency</b>	<b>Sustainability Team Response</b>
The Local Plan and SA needs to take into consideration protected sites/areas including SSSI, bathing waters, SACs, SPAs, fresh fish and shellfish waters, drinking water protected areas etc.	Noted
<b>City of Durham Trust</b>	<b>Sustainability Team Response</b>
This is an interim document whose focus is the key spatial options section of the Issues and Options document. It acknowledges that further approaches and options are to be still to be “developed and will be subject to SA following the attainment of consultation responses to the Issue and Options document “(p. 1). This consultation response therefore concentrates on elements of the interim sustainability assessment that relate most directly to the Trust’s concerns with the Issues and Options document.	Noted
The report is partial in its focus on spatial policy. As such it inevitably risks distortion of a reality which is holistic, one in which other issues such as future transport planning and employment patterns must form a decisive influence upon the siting of future settlements. This partiality is	The iterative nature of the SA process allows for new evidence (such as the employment land review) or changes to it to be taken into account in

<p>reflected in the way the SA, assessing the various spatial options in relation to employment and transport provision as they currently exist, discusses the latter two mainly as passively reacting or responding to the housing locations, and less as being themselves possible agents of change in the allocation. The distribution of employment sites is recognised as crucial to the future distribution of housing, even as it is acknowledged that the Employment Land Review (2016) is still “emerging” and “to be developed”. Likewise, the need for more transport modelling is noted. Recent proposals to extend the Tyne and Wear metro into County Durham, not mentioned in this report, would surely have had a significant impact on the study.</p>	<p>the ongoing assessment of the County Durham Plan. The information on the Tyne and Wear Metro was released in the report ‘The Metro and Local Rail Strategy (June 2016)’ and was not available at the time of assessment. Again, the iterative nature of the SA process allows such information to be taken into account in additional or reviewed stages of assessment. Regional factors are also taken into account when considering cumulative effects.</p>
<p>It is noted that a possible New Town in the county is listed and broadly assessed alongside the other spatial options but that this idea was not finally carried over into the Issues and Options paper. Would not the possibility of extending the Tyne and Wear metro suggest the wisdom of keeping open the possibility of a New Town?</p>	<p>The option of a new town or settlement was initially proposed through the SA process. However, as there were no firm proposals for a location of a new town or settlement prior to the publication of the Issues and Options document question 13 (e) enabled respondents to propose an area as part of the consultation process. This was considered a more appropriate approach than presenting theoretical locations to the public for consultation. Following consultation, additional ‘new town’ options have been subject to assessment.</p>
<p>The target figure of a 73 % employment rate for the county, taken up by the interim SA from the County Durham Sustainable Communities Strategy (p. 23), is discussed in the Trust’s response to Question 5 of the Issue and Options document. It is noted that the issue of different employment rates for men and women, a key concern in the Trust’s response, is not mentioned in the sustainability assessment, beyond the issue of increased rates of female employment projected largely as result of the “equalisation of the State Pension Age” (p. 58).</p>	<p>In relation to female employment rates County Durham is not unique in respect of the percentage of females in employment compared to males. Based on the most current data at the time of writing (Labour Supply Oct 2015 - Sep 2016 Nomis) the female employment rate is comparable to the regional picture at 66.3% compared to 66.2% and only 3% less than the national picture. In terms of the difference between the respective levels of employment between males and females there is less of a gap between male/female employment rates in County Durham at 6.6% compared to the region at 7.4% and the national picture at 9.8%.</p>
<p>The Trust’s scepticism about proposed relief roads in Durham City (in responses to questions 31-33 in the Issues and Options paper, and to the separate consultation on the sustainable transport proposals) finds implicit support in current discrepancies between the account of the various spatial options in this interim Sustainability Appraisal and the way these options are presented in the Issues and Options paper. The latter states dogmatically that all 3 Spatial Options other than “wider dispersal” would require the building of a “Western Relief Road” or other “significant highway improvements” in Durham City. The</p>	<p>As a decision had not been made on whether relief roads or other measures would be required to address congestion issues and this in itself was an option for consultation and assessment at the time it was considered inappropriate to include the implications of such in the initial assessment of</p>

<p>Sustainability assessment, however, as might perhaps be expected from a paper compiled separately by officers from the Council's "Low Carbon Economy Team" (p. 6), makes no mention of a relief road scheme as pertaining to the relevant spatial options. At present, the interim SA report highlights possibilities and requirements for "sustainable transport and associated infrastructure" (130) in relation to spatial options a and b (i.e. Main Town, Sustainable Communities), and the infrastructure described is development in support of walking and cycling, as well as new GP surgeries and schools (p. 80,81,82, 95)). Also, "Pedestrians and cycling infrastructure should be developed alongside housing" (p. 92, concerning spatial options Main Town, Sustainable Communities). Since the Western Relief Road would form an "A road" of a kind with massive implications in terms of transport sustainability, one would have expected clear explicit reference to it in an appraisal of this kind. It would clearly call for full separate assessment as the iterative process of sustainability appraisal continues.</p>	<p>housing distribution options. The assessment was therefore undertaken with a view to its review once a decision on any highways infrastructure measures had been made.</p>
<p>Despite the document's Interim designation, we consider that the limitations and omissions referred to above are of such significance that the document cannot provide a sufficient and robust Sustainability Appraisal for the proposals and options set out in the Council's Issues and Options consultation, and that a fuller review is required to establish an adequate and objective framework against which the sustainability of the County Plan can be assessed before it progresses to the next stage.</p>	<p>The iterative nature of the SA allows for further reviews and assessments to be undertaken as necessary in response to an evolving evidence base and the identification of additional reasonable alternatives. The next SA report which will be produced to support the Preferred Options stage of Plan development will provide a comprehensive assessment of the County Durham Plan's sustainability which is not possible to achieve at this initial interim stage.</p>

## Sustainability Appraisal Preferred Options (August 2018)

The following table sets out the consultation responses to the Preferred Options SA report which detailed:

- ) the assessment of all reasonable alternatives;
- ) explained which alternatives were selected, which were discounted and why;
- ) the assessment of the preferred approach policy;
- ) mitigation measures;
- ) residual, cumulative and significant effects of the County Durham Plan; and
- ) draft monitoring measures

<b>Natural England</b>	<b>Sustainability Team response</b>
<p>We welcome the inclusion of an objective on biodiversity and geodiversity in the SA framework. Under criteria, it should read 'Protect and enhance for the first four bullet points (p50). In line with the NPPF, this could also include a bullet point on achieving net gain.</p>	<p>Noted. The SA Framework will be amended accordingly. The following criterion has also been added 'ensure net gains in biodiversity are achieved.'</p>

<b>Environment Agency</b>	<b>Sustainability Team response</b>
<p>Having reviewed the Sustainability Appraisal I can advise that overall we agree with the SA vision, objectives and key guide questions.</p> <p>We welcome the amendments and addition of comments we made in the scoping report response in June 2016. Further to these comments we wish to advise that the 25 Year Environment Plan was published by the government in January 2018. We feel that there is an opportunity to incorporate the 25 year environment plan into the County Durham Plan and Sustainability Appraisal.</p> <p>Point 10 of the Sustainability Appraisal Objectives (Table 11) refers to enhancement of biodiversity and geodiversity. This is something that we fully support, however we feel this the objective needs to be stronger and the criteria question should include the following question:  ‘Embedding an ‘environmental net gain’ principle for development, including housing and infrastructure? This is a key message from the 25 year environment plan and should be implemented in the plan and Sustainability Appraisal to embed this principle for development.</p> <p>We support the requirement to protect and improve water as outlined in point 13 the Sustainability Appraisal Objectives (Table 11). We would encourage that Water Framework objectives are linked to these objectives and a key question:  ‘Will improve the WFD waterbody classification?’</p> <p>We would also recommend that WFD classification is used to summarise the baseline condition waterbodies and linked to the 2015 River Basin Management Plan.</p>	<p>Noted. The context review of the sustainability appraisal has been updated to include the 25 Year Environment Plan and acknowledge its key messages and implications. As a result, the SA Framework has been amended and the following criterion has been added to objective 10 – ‘ensure net gains in biodiversity are achieved.’ The suggested criterion relating to the WFD waterbody classification has also been added to objective 13. Please note that the 2015 River Basin Management Plan for the Northumbria River Basin District forms our baseline position on the likely achievement of WFD objectives for each respective catchment by 2021 and 2027.</p>
<b>City of Durham Parish Council</b>	<b>Sustainability Team response</b>
<p>Sustainable development can be defined as development that meets the needs of the present without compromising the ability of future generations. The Sustainability Assessment used for Preferred Options appears to be skewed to deliver the employment, housing and transport infrastructure outcomes sought by the County Council.</p>	<p>Disagree. The sustainability appraisal has been undertaken in a consistent and objective manner in line with current guidance and by suitably qualified and experienced assessors. The significant effects of the preferred approach and the alternatives dealt with have been identified and the reasons for selecting or discounting alternatives has been provided.</p>
<b>Gladman Developments</b>	<b>Sustainability Team response</b>
<p>3.2 Sustainability Appraisal</p> <p>3.2.1 In accordance with Section 19 of the 2004 Planning and Compulsory Purchase Act, policies set out in Local Plans must be subject to Sustainability Appraisal (SA). Incorporating the requirements of the</p>	<p>Noted. The Council is confident that the Sustainability Appraisal is being undertaken in a legally compliant manner, including with respect to the assessment of reasonable alternatives and documentation of reasons for either selecting or discounting the alternatives dealt with.</p>

Environmental Assessment of Plans and Programmes Regulations 2004, SA is a systematic process that should be undertaken at each stage of the Plan's preparation, assessing the effects of the Local Plan's proposals on sustainable development when judged against reasonable alternatives.

3.2.2 Critically, the current NPPF 2018 at Paragraph 32 sets out that:

"Local plans and spatial development strategies should be informed throughout their preparation by a sustainability appraisal that meets the relevant legal requirements. This should demonstrate how the plan has addressed relevant economic, social and environmental objectives (including opportunities for net gains). Significant adverse impacts on these objectives should be avoided and, wherever possible, alternative options which reduce or eliminate such impacts should be pursued. Where significant adverse impacts are unavoidable, suitable mitigation measures should be proposed (or, where this is not possible, compensatory measures should be considered)."

Following this the Planning Practice Guidance (PPG) requires that different realistic and deliverable options for policies within the Plan are tested, setting out:

"they must be sufficiently distinct to highlight the different sustainability implications of each so that meaningful comparisons can be made"<sup>2</sup>

The SA is required to set out why those reasonable alternatives were chosen. In terms of housing policies for the Plan this means the need to test:

i. Reasonable alternatives on the quantum of development (i.e. the housing requirement);

and,

ii. Reasonable alternatives on the distribution of development (i.e. the spatial strategy and combination of site allocations to be made).

The County Durham Plan should be based on an SA process that clearly justifies its policy choices. In meeting the development needs of the area, it

Please note that whilst housing growth options have been assessed previously through the SA, section 4.2.2 of the Preferred Options SA report explains why differing growth options are no longer considered to be reasonable alternatives in light of the Government's standard approach to assessing housing need.

In respect of the distribution of development, the SA has assessed five alternative approaches including the creation of a New Town. Please see section 4.2.4 of the Preferred Options SA report

Section 2.2 of the Preferred Options SA report outlines the methodology with respect to the housing sites assessment process undertaken with regard to the potential alternative sites that could be allocated to meet the selected spatial distribution. This includes all reasonable sites (those identified as green or amber through the Strategic Housing Land Availability Assessment process) above 0.2ha (in line with PPG advice). Justification is also provided in section 4.2.4 of this report as to why some sites which performed better in sustainability terms than those selected for allocation were discounted.

In addition to the 1700+ potential housing sites that were subject to assessment, 15 alternative areas of search were also assessed to determine whether the selected spatial distribution could be met without the release of green belt land (see section 4.2.4 of the Preferred Options SA report). The reasonableness of other greenbelt avoidance measures such as optimising densities and maximising use of previously developed land etc are also described in the SA report and the Council's Exceptional Circumstances Note.



should be clear from the results of the assessment why some policy options have been progressed, and others have been rejected. Undertaking a comparative and equal assessment of each reasonable alternative, the decision making and scoring should be robust, justified and transparent.

Gladman remind the Council that there have now been a number of instances where the failure to undertake a satisfactory SA has resulted in a local plan failing the test of legal compliance at Examination or being subjected to legal challenge.

As part of the site selection process, it considered vital that the Local Plan is underpinned by a process that includes a robust assessment of development opportunities across all scales of sites that exist in the area. It is considered that small and medium sized sites across the county will form an essential element of a sustainable growth strategy for County Durham and that an extensive number of alternatives will need to be thoroughly considered through the SA process. Due consideration must also be given to all development options outside of the Green Belt as part of any justification for the existence of 'exceptional circumstances' necessary for the adjustment of Green Belt boundaries. Furthermore the ability for the Green Belt to endure beyond the plan-period will be an important consideration through the preparation of the Plan and its sustainability appraisal. In addition, sites should not be discounted from consideration without being considered on a like-for-like basis with the option that is ultimately preferred within the Local Plan. Critically, the SA must positively reflect the Planning Practice Guidance which highlights that:

"The sustainability appraisal should identify any likely significant adverse effects and measures envisaged to prevent, reduce and, as fully as possible, offset them. The sustainability appraisal must consider all reasonable alternatives and assess them in the same level of detail as the option the planmaker proposes to take forward in the Local Plan (the preferred approach)."

Gladman would wish to highlight that the SA must identify and assess all reasonable alternatives in a consistent manner using the information that is made available to the Council through site submissions during the plan

<p>preparation process. The site selection process should not arbitrarily discount sites from consideration. In addition, the Sustainability Appraisal must provide adequate reasoning and justification for the sites that are allocated or rejected for allocation. The PPG states</p> <p>“the Sustainability Appraisal should outline the reasons why the alternatives were selected, the reasons why the rejected options were not taken forward and the reasons for selecting the preferred approach in light of the alternatives. It should provide conclusions on the overall sustainability of the different alternatives, including those selected as the preferred approach within the Local Plan. Any assumptions used in assessing the significance of effects of the Local Plan should be documented.”</p>	
<p><b>County Durham Green Party</b></p>	<p><b>Sustainability Team response</b></p>
<p><u>Response to Plan Q7</u></p> <p>Overview of CDGP Position</p> <p>CDGP reiterate our position from the Issues and Options consultation. In a document intended to set out a range of options for the future, it is a narrow outlook to simply assume the current market conditions as a given, as opposed to considering how they could or will be changed by public policy.</p> <p>In some areas the lack of desirability for businesses and for residents are problems which feed off each other, and it therefore ought to be possible to kick-start a regeneration process. For instance, a recent article the Guardian newspaper quoted a local estate agent as saying house prices in Ferryhill had fallen because it has missed out on ‘investment in both infrastructure and essentials for the local people, such as schools and shops’. The Plan seems to rule out the potential regenerative benefits of investment in poorer communities that need this the most. The SA of the plan makes the assumption that the Dispersed Communities model will not result in economic regeneration and increased employment within towns and villages, whilst assuming the Sustainable Communities model will achieve this in Durham City.</p>	<p>Disagree. The detailed SA matrices relating to the housing distribution options (see Appendix D – PO SA Report acknowledges that the wider dispersal option could support economic regeneration and improve the economic conditions of other settlements. However, on comparison, there are several reasons why the Sustainable Communities option is predicted to have more positive longer term economic benefits not only to Durham City but to other strategic and locally important employment areas.</p>

Response to Plan Q9

CDGP note that just over half of the consultation respondents supported the Wider Dispersal Option and a quarter chose the Sustainable Communities Option. There is considerably more support from consultees for the Wider Dispersal Option.

CDGP notes that the principle reasons given by DCC for rejection of the option favoured by consultees stem from the associated Sustainability Appraisal. CDGP contend that the outcome of the Sustainability Appraisal is erroneous, misleading and has resulted in the false justification of the Sustainable Communities as the preferred option. Specifically:

The Sustainability Appraisal states that the Sustainable Communities strategy is likely to lead to positive impacts in terms of co-locating housing with employment, increase the amount of affordable housing that will be delivered, support education and training opportunities and support the vitality of the city centre and other main towns. There is nothing in the background papers to suggest this assumption is based on any form of comparative social and economic impact assessment. This is despite the Council acknowledging at paragraph 4.59 of the County Durham Preferred Option 2018 (CDPPO), that respondents raised concerns at the Issues and Options consultation that there is no evidence [the preferred spatial strategy] would provide economic or social resilience. The environmental impact of the Council preferred strategy is however clearly recognisable and has been assessed in various background papers, with the environmental impacts assessed as adverse. Not only does this strategy require the release of large areas of green belt to provide housing land, these housing sites are also dependent on proposed new relief roads to the north and west of Durham City, also across green belt land. When assessing these proposals during examination of the previous (now withdrawn) County Durham Plan, the Inspector concluded (para. 100 of the Interim

Disagree. The purpose of the SA is to inform decision making but not to make it. In this regard, the SA was only one consideration amongst a range of others including for example, effective use of land, viability and delivery that officers in Spatial Policy took into account before selecting the Preferred distribution of housing. Please see pages 43-46 of the County Durham Plan Preferred Options document for a fuller narrative on all the elements taken into account.

The purpose of the SA is to inform decision making but not to make it. In this regard, the SA was only one consideration amongst a range of others. The SA on the Housing Distribution scenarios concluded that there is the potential for each distribution scenario to help deliver a range of positive impacts as well as a range of negative impacts. The sustainable communities option was predicted to have greater opportunities to deliver sustainable patterns of growth. This was based upon a range of evidence including the Viability Assessments, the SHMAA, the SHLAA, County Durham Travel Patterns amongst others. The SA of the Distribution of Housing Land, clearly demonstrates that many alternative options were assessed and that the environmental impacts of all options were generally similar. With regard to release of Green Belt land, the Exceptional Circumstances Note together with the Spatial Strategy justification provide the evidence. It is also noted that evidence suggests that the Western Relief Road is needed currently due to levels of congestion. Whilst the Green Belt Release will worsen the issue, sites along the A167, including in Crook, Willington, Esh etc will also have the same impact. The Northern relief road is being developed to provide an alternative to Milburngate Bridge for through traffic and create and re-prioritise space for sustainable modes within the City Centre.

Report) that the the costs of these relief roads are not just financial: they include environmental and other wider impacts and the effects of these impacts on the City and its setting are overwhelmingly adverse I also note the serious concerns about the qualitative effects of both relief roads on the environment and purposes of the Green Belt that would be the inevitable consequences of forcing these routes through unspoilt countryside that forms the setting of the City and the World Heritage Site. As stated in paragraph 4.57 of the CDPPO, over half of all respondents to the Issues and Options consultation preferred the Wider Dispersal spatial strategy option. This option would not result in the loss of any green belt, and it would therefore be reasonable to assume this would be the starting point for further assessment. Yet this option has not been explored any further. Instead, the Council has set out from the start its preference for the so called Sustainable Communities strategy, and then set out to find the exceptional circumstances to justify this. It is our view that exceptional circumstances cannot exist whilst there is an alternative strategy that would prevent green belt deletion which has not been assessed in detail. The Government gives clear instructions in Planning Practice Guidance (Ref. 11-018-20140306) that The sustainability appraisal should identify any likely significant adverse effects and measures envisaged to prevent, reduce and, as fully as possible, offset them. The sustainability appraisal must consider all reasonable alternatives and assess them in the same level of detail as the option the planmaker proposes to take forward in the Local Plan (the preferred approach). the Sustainability Appraisal should outline the reasons why the alternatives were selected, the reasons why the rejected options were not taken forward and the reasons for selecting the preferred approach in light of the alternatives. It should provide conclusions on the overall sustainability of the different alternatives, including those selected as the preferred approach within the Local Plan. Any assumptions used in assessing the significance of effects of the Local Plan should be documented. The Council suggests in its Sustainability Appraisal that the Wider Dispersal option is ikely to further increase congestion, air quality within the AQMA and emissions within the City,

**The previous interim examination report cannot be taken into account at this stage.**

As previously stated, the Distribution of Housing Land assessment, clearly shows that a range of Alternative Options were assessed both at Issues and Options stage and at Preferred Options stage. The Council has clearly identified a range of reasonable alternatives, identified significant adverse and positive effects and suggested measures to mitigate such impacts for all alternatives

which may in turn impact upon the setting of the WHS. It is hard to comprehend how this impact could be viewed as more significant to the City and the WHS than that which would result from the loss of substantial areas of green belt to provide additional housing and the requisite relief roads, effectively resulting in urban sprawl. It may well be possible to mitigate against the adverse impacts associated with the Wider Dispersal strategy, and the costs associated may well prove to be better value for money, particularly when considered alongside the significantly lesser environmental impact. This in turn leads back to the need to pursue the economic, social and environmental objectives of sustainable development in mutually supportive ways in order to fully comply with the NPPF. The Council cannot claim that exceptional circumstances exist to justify the deletion of green belt until this alternative strategy has been explored further and dismissed only if on the basis of evidence.

#### SA Objective 1 - Decent affordable homes

The SA report identifies Sustainable Communities (SC) option as able to provide more decent affordable homes than the Wider Dispersal Option (WD) in the short, medium and long terms.

However, the SC option focus home building within areas of high market value, ensuring that their final cost will be higher, and of course reduces the likelihood of home building in smaller communities as more profitable development options are made available elsewhere. The SA report is incorrect and misleading.

#### SA Objective 2 - Promote Strong and Secure Communities

The SA report identifies Sustainable Communities (SC) option as better able to provide strong and stable communities than the Wider Dispersal Option

**Objective 1:** Disagree. Whilst the Sustainable Communities option does result in the allocation of more homes in high and highest value areas compared to the wider dispersal option, allocations are also made against the Sustainable Communities option in medium and low value areas. Other policies in the Plan (Addressing Housing Need) also require developers to provide higher levels of affordable housing in high and highest value areas, thereby supporting greater levels of provision. As cited in the SA, (please see Appendix D – PO SA report) as viability issues are less of an issue in these areas, there is also greater certainty over the delivery of affordable housing alongside new development. The SA is therefore not misleading or incorrect in respect of predicting positive effects against the objective to provide everybody with the opportunity to live in a decent and affordable home



(WD) in the short, medium and long terms. Design within the urban environment provides the Council with its most powerful lever with regards building strong and stable communities, particularly through designing out crime, creating a stronger sense of place and fostering local pride. The coalfield communities are in far greater need of this sort of support, and the overall benefit in terms of promoting strong and secure communities would be far more significant to these communities, should development be focussed on them. However, the SC option will result in reduced regeneration within these communities in favour of the more wealthy market areas. The SA conclusion is incorrect and misleading.

#### SA Objective 3 - Education, Training and Lifelong Learning

The SA report identifies Sustainable Communities (SC) option as better able to provide Education, Training and Learning in than the Wider Dispersal Option (WD) in the short, medium and long terms. CDGP contend that the reverse is actually the case, focussing house building into fewer areas will rapidly exceed the capacity of existing educational facilities in those locations, whereas the dispersal model will share the increased load more evenly over all educational facilities. The SA conclusion is incorrect and misleading.

#### SA Objective 4 - Health inequalities and Lifestyle

The SA report identifies Sustainable Communities (SC) option as better able to reduce health inequalities and improve lifestyles than the Wider Dispersal Option (WD) in the short, medium and long terms. Coalfield communities suffer some of the poorest levels of health in the country. CDGP find it frankly absurd that the SA concludes that the SC option is of greater benefit to these communities than the WD option, when the SC option will clearly reduce the opportunities for regeneration of urban and green space, and job creation within these locations.

Since the SC option is taken to entail the construction of the Northern and Western Relief Roads, it is clear that opportunities for facilitating active travel have not been taken seriously. The Plan assumes the construction of

**Objective 2:** Disagree. The SA predicts the same level of impact over the short and medium term for both the Sustainable Communities and Wider Dispersal options. (please see Appendix D – PO SA report) The SA also recognises, that the specific location, design and mix of housing against both options are key considerations. Longer term effects against the Sustainable Communities option and objective 2 have the potential to be more positive than the wider dispersal option, as, as predicted against Objective 1, the Sustainable Communities option comparably provides greater certainty that the types of homes needed by different sectors of the community e.g. affordable/older persons etc will be delivered.

**Objective 3:** Disagree. The SA does acknowledge that the wider dispersal option will put less pressure on the capacity of existing educational establishments than the Sustainable Communities option and the other distribution options subject to assessment. However, investment in schools infrastructure would still be required under the wider dispersal option and as a higher proportion of housing is distributed to medium and low value market areas under this option there are likely to be fewer opportunities to secure the developer contributions that are needed. The SA therefore predicted the potential for negative mid and long term effects. (Please see Appendix D – PO SA Report)

**Objective 4:** Disagree. Long term health effects against both the Sustainable Communities and Wider Dispersal Options are predicted to be negative without mitigation. In addition, 51% of the housing allocated to meet the Sustainable Communities distribution in the Preferred Options version of the Plan are within deprived wards (GIS system) and therefore, as recognised in the SA, (please see Appendix D –PO SA Report), the Sustainable Communities option does not ignore areas in need of regeneration. In addition, because the concentration of houses located in the County's larger towns, the SC options will have better access to facilities such as GPs, hospitals, sport centres, open space, employment opportunities etc, promoting healthier lifestyles.

obesogenic environments in which the primary mode of transport is the private car. The SA conclusion is incorrect and misleading.

#### SA Objective 5 - Need to travel and sustainable transport

The SA report identifies Sustainable Communities (SC) option as better able to reduce the need to travel and provide sustainable transport than the Wider Dispersal Option (WD) in the short, medium and long terms. The SA also states in 4.2.4.9 in relation to the WD option 'The distance from Durham City and the key economic market areas are likely to result in more journeys and thus increased traffic and congestion and impact upon the AQMA'.

The SA appraisal makes the assumption that housing needs to be located in the vicinity of areas of current economic strength in order to regenerate the County economy, and also makes the assumption that locating housing within towns and villages will not result in economic regeneration and employment. This is akin to abandonment of the prospects for regeneration of the poorer areas of the County. Instead, the Council, through allocation of land for housing and employment purposes, should be implementing policies that empower local people to start businesses within their own community and strengthen existing businesses through driving local customers towards them - concomitantly reducing the overall need to travel. Instead, the Council is favouring a spatial option that will result in the further migration of employees and customers to centres of economic strength and away from those areas that need regeneration.

The SC option includes substantial development on the Green Belt, but argues that the spatial approaches will reduce the need for travel as development is in closer proximity to key areas of employment. Clearly, development in Green Belt will dramatically increase the requirement for private car ownership as new households will have to travel by car to access services and employment. Siting housing within or adjacent to existing settlements, as would be the case in the WD option, avoids this

**Objective 5:** As stated in the Preferred Options SA report (please see the Durham City Sustainable Transport Section in particular), of all the settlements in County Durham, Durham City exhibits the highest attractor of trips within the County with inflows from within the County and from neighbouring authorities being collectively higher than outflows. Durham City also exhibits the highest levels of self-containment i.e. people who live and work in the same settlement. Regardless, of the housing distribution selected, Durham City will continue to play an important role as a key administrative, educational, employment, service and tourist centre and will continue to be a draw for a high level of trips. Therefore, the SA is correct to identify that housing distributions which lead to housing being more widely distributed around the County and in locations further away from the City will increase the number of trips and/or distances travelled against SA objective 5. Whilst the long term economic effects predicted for the wider dispersal option are less positive than the sustainable community's option, the SA recognises that the wider dispersal option could assist in the promotion/expansion of business and facilities at a local level and could support regeneration and improve the economic conditions of other settlements across the county. (Please see Appendix D –PO SA Report). This will be brought out more in the main body of the SA report.

need and ensures that if the residents do need to commute they will be close to a public transport route.

While we accept that co-location of housing with facilities and services can reduce the need to travel, it is clear that the Plan as it stands does not take this objective seriously. The development of large estates in the green belt is being used as a rationale for justifying the Northern and Western Relief Roads, on the assumption that they will generate large volumes of traffic. This assumption implies that there will be no effort made to facilitate active and low-carbon transport. It is grossly misleading to present Green Belt development as favourable in terms of sustainable transport. The SA conclusion is incorrect and misleading.

#### SA Objective 7 - Economy and Employment

The SA report identifies Sustainable Communities (SC) option as better able to improve the economy and employment than the Wider Dispersal Option (WD) in the short, medium and long terms. This is undoubtedly true for those wealthy residents who live and work in the economic centres of the County, however it is the poorer areas that should be seen as the priority for economic regeneration.

Focussing development on already successful areas can only reduce the opportunity that development might bring for economic improvement in poorer areas. In this instance, the conclusions of the SA are misleading as they focus on the economic opportunities for a socioeconomic group that should not be the priority for DCC.

#### SA Objective 8 - Climate Change Mitigation

The SA report identifies Sustainable Communities (SC) option as better able to Mitigate Climate Change than the Wider Dispersal Option (WD) in the short, medium and long terms. CDGP note with concern that SA omits consideration of the environmental consequences of the Northern Relief Road, which is inseparably coupled with the Main Town and Sustainable Communities Options. Construction of this road will cause very considerable carbon emissions, serious ecological, landscape and heritage impacts. The

**Objective 7:** Please see previous comments against Objective 5. Please also note that aligning housing with key employment locations (i.e. Durham City, Newton Aycliffe, Bishop Auckland, Peterlee, Consett and Chester-le-Street) in County Durham does not necessarily mean that housing will be located in wealthy areas. In many cases, high levels of deprivation exist within the key employment locations.

**Objective 8:** Section 3.40 and 3.47 of the Issues and Options Document (June 2016) states that the Main Town and Sustainable Communities Options would require a solution to the congestion on the A167 **either** through a Western relief Road **or** other significant highway improvements. Until further studies had been undertaken, it would have been incorrect for

road is only made possible by the CIL generated by the sale of high market value homes in prestige areas (Durham Green Belt), and is only made necessary by the increased car ownership these properties will generate. Inspector Harold Stephens in his interim views on the previously withdrawn CDP, paragraph 97 states, "However, the DfT publication Smarter Choices showed that a high intensity programme of sustainable travel initiatives could achieve a reduction in peak hour traffic of 21%. The issue for Durham is all about peak hour travel demand so such evidence should be fully taken into consideration". Once again, the conclusion that the WD model will increase overall journey distance is akin to abandonment of the prospect of economic regeneration within the poorer communities of Durham.

The conclusion simply assumes that this won't happen, and that instead, all new employment opportunities will occur within wealthy areas of the County, causing residents to travel. It is akin to saying that the County economy cannot be influenced by the Plan Making process which undermines the very purpose of the emerging plan, i.e. to proactively effect a positive future for the people of Durham. CDGP believes that plan making should be positive, proactive (as opposed to passive) and genuinely focus on those with greatest need. We believe that it is possible to regenerate the economies of poorer communities, so creating sustainable employment to improve the quality of people's lives. With regards the SA conclusion is incorrect and misleading.

#### SA Objective 13 - Resources: Air, Water and Soil

The SA report identifies Sustainable Communities (SC) option as better able to conserve resources including air, water and soil than the Wider Dispersal Option (WD) in the short, medium and long terms.

#### Air

It should be noted that all options associated with increased house building create environmental impacts both associated with construction of homes, and the future use by residents. Where viable alternatives to the private car do not exist, most family homes will result in 2 additional cars therefore

the SA to assume that these distributions required a Western Relief road. In addition, Section 4.3.6.2.17 of the Preferred Options SA report also identifies that regardless of the location of new housing, the current configuration of Durham City's road network would not be able to support background levels of traffic growth associated with business as usual housing and employment growth. Jacobs (2018) Durham Local Plan: Traffic Impacts. Please note that no link between the housing distributions and a Northern Relief road have been made as the rationale for a Northern Relief road relates to providing an alternative to Milburngate Bridge for through traffic and creating and re-prioritising space for sustainable modes within the City Centre.

**Objective 13:** Please note that the SA identified adverse impacts to air quality in relation to all housing distribution options. (Please see Appendix D – PO SA Report) However, the potential for worse impacts to air quality were identified against the wider dispersal option compared to the sustainable community's option for the reasons mentioned against objective 5. Comparatively, housing sites within or on the periphery of Durham City will have greater opportunity to access and use sustainable modes of transport for shorter trips compared to housing sites that are more dispersed and located further away from the City. Please note that the study referred

during the lifetime of the plan, an additional circa 50,000 cars may be introduced onto the County road network.

Durham City already faces air quality problems and, given that central government have no immediate plans to phase out diesel vehicles, the only solution to this problem is to reduce the overall number of cars on the city highways network. The SC option will achieve the polar reverse of this as the proposed Green Belt development will add substantially more cars to the network and the Northern and Western Relief Roads will stimulate the growth of more traffic.

It is claimed that the Northern and Western Relief Roads will draw traffic out of the City Centre, so that the existing AQMA is less polluted. However, Valley Environmental Consulting's study "Durham Relief Roads, Air, Noise and Water Impacts Appraisal, 2014" shows that the relief roads will create no material benefit in relation to air pollution. We are very concerned that the Council are cherry-picking evidence to support their claims in this matter, and request that this document is submitted as material evidence to inform the consultation process.

Also the SC options positions the City as the major focus and of employment and economic growth, and this will of course draw additional cars into the city as residents drive to work (those who work in the city cannot afford to live in it, or in its immediate vicinity due to house prices, and this forces additional car journeys).

CDGP do not consider the western and northern relief roads to be a viable solution to the problem of traffic congestions as

It is a well-established principle of transport planning that the construction of new roads tends to stimulate a considerable growth in traffic. This principle has been suggested since at least the 1960s and was definitively proven by the Standing Advisory Committee on Trunk Road Appraisal's report in 1994, since when the trend has continued. Typically, traffic volumes rise by an average of 20% in the first instance. In subsequent years, they rise according to the capacity of the new roads, so that the system becomes as congested as before, only with more vehicles, more pollution and more land-take.

It has not been demonstrated that traffic crossing the City in order to

to relates to the withdrawn version of the Plan and is inadmissible. The PO SA Report highlighted the need for specific air quality assessment to refine further the effects on Durham City's AQMA as an outstanding issue (Please see section 7 of the PO SA Report).

In relation to soil resources, we disagree with the comments made. The SA recognises that with respect to soil resources the wider dispersal option will result in a higher number of housing allocated on poorer quality agricultural land and previously developed land. Possible adverse effects to soil resources are predicted against the wider dispersal option, whereas certain adverse effects to soil resources are predicted against the Sustainable Communities option. Please see Appendix D – Preferred Options SA report.



access the A1 is the primary cause of congestion through the City. The Northern Relief Road, therefore, would not solve the congestion issue, even temporarily, by removing traffic from the city centre.

The roads will act to establish an outer perimeter to the city which will ultimately result in infill development up the relief road. This would further add to the congestion and pollution issues in and around the City. This is exactly what has occurred in other County Durham and North East towns including Gateshead, Newcastle, and closer to home at Spennymoor where

traffic is at a standstill along the bypass during rush hour. And historically, the A690 that passes through Durham was originally built to ease congestion through Durham Market.

#### Soil

Options involving green spaces development will clearly have a greater impact on the availability of soil, in particular for local food production. The SC option relies on the release of green belt. With regards these resources, the SA again concludes that the WD option has a greater overall impact, and this is not the case. SA conclusion is incorrect and misleading.

In summary, CDGP feel that the Sustainable Communities option should not have become the preferred option as the decision seems largely based on a SA making the erroneous assumption that development within towns and villages would not stimulate the economies of these locations. It instead assumes that regardless of plan interventions, the city will form the focus of future economic development and job creation. Unfortunately, the preferred spatial option fails to deliver for the poorer communities of County Durham

#### Response to Plan Q21

CDGP fully support the inclusion and wording of this policy. Given the importance of conserving soils, we question how the Sustainability Appraisal of the spatial options identified the Sustainable Communities option as

favourable to the wider Dispersal option with regards conservation of air water and soil?

Response to Plan Q32

CDGP fully support the Demand Management components of the policy. However, we are concerned that these key activities are still to be implemented after almost a decade, even though they have been shown to be successful in other locations, and we refer to the Inspector's comments on the previous withdrawn report. Inspector Harold Stephens was deeply critical of the proposals for relief roads in the Council's withdrawn report. His views are set out in paragraphs 94 to 101 of his Interim Views, and Durham Green Party request that these views are considered as their response to this question. In particular, he quotes, "the DfT publication Smarter Choices showed that a high intensity programme of sustainable travel initiatives could achieve a reduction in peak hour traffic of 21%. The issue for Durham is all about peak hour travel demand so such evidence should be fully taken into consideration".

In paragraph 5.232, DCC concludes that demand management will not of itself be sufficient to address projected congestion. It is notable, however, that the only demand management measures mentioned in the policy are essentially promotional ones. Other demand management techniques which do not feature in the policy include car parking management, subsidising bus travel, and extending congestion charging, restrictions on polluting vehicles. In order to encourage active travel from an early age and to improve air quality around schools, some councils have implemented drop-off exclusion zones around schools, which disperse congestion and the impact of the 'school run' and encourage walking. In addition, reallocating road space to provide separated cycle paths and improved footways can be a primary demand management technique, not just a follow-on activity after promotional work. Given that all these measures are much more straightforward and cheaper than committing to large-scale infrastructure such as the proposed relief roads, CDGP recommend a staged approach where a full range of demand management and intensive sustainable transport measures are implemented first, and their success fully evaluated

Disagree: The SA recognises that with respect to soil resources the wider dispersal option will result in a higher number of housing allocated on poorer quality agricultural land and previously developed land. Possible adverse effects to soil resources are predicted against the wider dispersal option, whereas certain adverse effects to soil resources are predicted against the Sustainable Communities option. Please see Appendix D – Preferred Options SA report.

before the Council proceeds with the very much more expensive and damaging relief roads.

Erroneous assumption that the relief roads will create permanent benefits  
The policy proposes, “A new crossing of the River Wear through the provision of a Northern Relief Road linking the A691 and the A690” and “In order to reduce congestion on the western edge of the city around Nevilles Cross and the surrounding network and to facilitate development at Sniperley Park, land as shown on the policies map, is allocated for the construction of the Western Relief Road to the west of the A167 which will connect the A691 at Sniperley Park and Ride roundabout at its northern end with the B6302 Broom Lane at its southern end”.

CDGP are very concerned that these proposals are presented as ‘sustainable’ and the claim is made that they will both reduce congestion, carbon emissions and local air pollution, when this is not the case. Throughout the policy and its supporting text, the Council makes the assumption that benefits to traffic flow created by the relief roads will be permanent, when in fact evidence shows that they will be temporary in nature. This assumption has particular significance to the accuracy of the Sustainability Appraisal which consequently concludes that the relief roads will create benefits with regards Decent Affordable Homes, Strong Secure Communities, Education, Training & Lifelong Learning, Health: Inequalities & Lifestyles, Need to Travel & Sustainable Transport, Alleviate Deprivation, Economy & Employment when compared to the ‘do nothing’ option. Many of the SA conclusions are clearly questionable, yet made more so by the assumption that the relief road will bring permanent benefits. In reality, we know that:

It is a well-established principle of transport planning that new roads do not cut congestion. They tend to stimulate traffic growth by about 20% in the short term, and after a few years they fill up again, so that congestion is at the same level as it was in the first place - only, this time, with more air pollution, noise pollution, carbon emissions, land-take and damage to landscape, heritage, and the natural and built environment.

It has been demonstrated that roads which are justified on the basis of economic growth rarely deliver it. See, for example, CPRE/ TFQL’s report “The end of the road: challenging the road-building consensus”. In this case,

The conclusions of the SA are informed by a number of evidence sources including locally specific, and up to date transport modelling which suggests that without the introduction of transport improvements, the current configuration of the Durham City road network will not effectively support background traffic growth brought about by housing and employment growth in line with national forecasts over the next 20 years. The long term effects of this (i.e. over the next 20 years) will therefore be an increasingly congested and poorly performing road network in Durham City which is predicted to have a number of negative social and economic effects as outlined in the SA. The modelling also shows that sustainable transport solutions combined with infrastructure solutions futureproof Durham City’s transport network to accommodate the business as usual levels of growth anticipated over the longer term. This is why the SA consequently predicts better social and economic

it seems likely that the roads will facilitate travel to the out-of-town shopping centres at the expense of the city centre, thus starving it of investment. This process has taken place in many of County Durham's towns.

The purpose of the Relief Roads is to channel traffic around the City rather than through it. But the majority of the traffic in Durham would not be affected by this; only 33-36% of trips into the city are by vehicles that have no origin or destination in the city. DCC continues to repeat the canard that through traffic "uses up limited highway space in the city and is a major factor in peak hour congestion". However, as inspector Harold Stephens noted, peak hour problems are created by people travelling in and out of Durham as a destination, and not by through traffic. What is needed is a series of high intensity sustainable transport measures capable of reducing peak hour congestion to a point whereby traffic is able to move freely. Such measures have yet to be tested, and the damaging option of relief road construction should not be considered until the alternatives have been trialled.

CDGP is very concerned that the Sustainability Appraisal has failed to identify and test a high intensity programme of sustainable travel initiatives coupled with demand management (as suggested by Inspector Harold Stephens) as a 'reasonable alternative option'. This represents a significant procedural error in the Sustainability Appraisal process, and serves to bias the outcome of the SA to the Council's preferred options.

In 5.219 the Council claims, "It will also create significant air quality benefits". In 2014, the Council commissioned an analysis entitled "Durham Relief Roads, Air, Noise and Water Impacts Appraisal" compiled by Valley Environmental Consulting. Contrary to the Council's assertion, this analysis shows that the relief roads will create no material benefit in relation to air pollution. We are very concerned that the Council are cherry-picking evidence to support their claims in this matter, and request that this document is submitted as material evidence to inform the consultation process.

The relief roads will serve to delineate a new outer boundary of the City, resulting in substantive pressure for additional housing development. Similar relief roads in the NE have done exactly this including the Spennymoor Bypass, Gateshead and Newcastle bypasses. This will very dramatically increase car use and so pollution.

conditions compared to the business as usual scenario. However, no assumption is made by the SA that such effects will be permanent a 'potential' for permanent effects only is cited in the detailed SA matrices. The SA also highlights the potential social dis-benefits of the introduction of relief roads.

Disagree. The transport modelling used to inform the SA has taken into account traffic reduction and network performance improvements as a result of shifts to sustainable transport. The predicted effects of this and the sustainable travel and demand management measures outlined within the Durham City Sustainable Transport Delivery Plan (DCSTDP) are considered in more detail in the SA matrices against options B and D. A comprehensive narrative is also provided in the SA report regarding other sustainable travel and demand management measures which have been proposed throughout the Plan making process.

### Additional Impacts of the Relief Roads

The Council's policy and supporting text are extremely biased towards suggested benefits of the relief roads. Indeed, in 5.221 the Council claims, "The improvements resulting from the provision of a NRR will have major benefits for the cultural and historic environment of the city". However, we find that the roads would have significant negative environmental, social and other impacts. A full EIA has yet to be conducted, and this in itself is bad practice, since this process is normally conducted to inform decision making, not after a decision has been made. However, we may predict that the impacts will be as follows:

The relief roads can only be justified in its association with planned 'sustainable urban extensions' at Sniperley and Sherburn Road, which necessitate major Green Belt deletions and which would have significant ecological, landscape and heritage impacts. The 'Sustainable Communities Option' that is used to justify the relief road proposal was not the option favoured by consultees in the Issues and Options consultation process.

The relief roads will stimulate increased car use over time, ultimately increasing both carbon emissions and CO, particulate and NOx pollution.

The proposed relief roads are likely to create very significant, but as yet unassessed impacts upon habitats. In particular, they will create unacceptable ecological impact to the River Wear Habitat Corridor through habitat severance associated with road and bridge building, including serious damage to Low Newton Nature Reserve.

The relief roads will travel through an extremely historically-rich landscape, forming part of the setting of the World Heritage Site of Durham Cathedral and Castle. Creation of two major roads within the green belt, coupled with major housing developments can only detract from the value of this important landscape. The Council's own SA of the relief road options refutes their claim that the impact upon the landscape will be positive (p334).

The relief roads are likely to stimulate additional journeys towards the A1, adding to its existing congestion and air pollution issues.

The relief roads are likely to facilitate shopping at out-of-town retail centres rather than the City Centre itself, thus starving it of investment. This will cause job losses and limit the City's appeal for tourism.

We are concerned that allocation of very large sums to road building will relegate the importance of truly sustainable transport measures, including reducing the need to travel, providing better public transport services, creating a comprehensive network of safe and segregated cycle and pedestrian routes, and managing demand for motorised travel, to a poor second place. This misses opportunities to address existing problems caused by cars in the City, such as air pollution, road accidents, severance and land-take.

Prioritisation of the private car has very significant effects upon people who do not have access to a car or van. They may find it hard to access employment, facilities and services, and may incur excessive cost when they need to travel. The proportion of households without a car in County Durham is extremely high, despite its semi-rural nature. The road-building plan discriminates against some of the most vulnerable people in the UK.

We are concerned that the very large sums to be spent on the relief roads will prevent this money from being spent on other important services within the public sphere, for example, sustainable transport infrastructure, public transport subsidy, schools, community centres, open spaces, social services, libraries, leisure facilities, townscape improvements, maintenance of existing roads (an urgent priority).

We are very concerned that the Council does not appear to have factored in the latest research into falling travel demand. The first report of the Commission on Travel Demand was launched on 3rd May, 2018. The report was developed through a 12 month long evidence gathering process drawing on experts from across the UK and internationally. It demonstrates that the assumptions, developed during decades of planning for growing car ownership, which underpinned our understanding of travel demand growth are now limited and sometimes wrong. The Commission is chaired by Professor Greg Marsden from the University of Leeds and its other members are John Dales (Director of Urban Movement), Professor Peter Jones (University College London), Elaine Seagriff (Jacobs) and Dr Nicola Spurling (Lancaster University).

In summary, CDGP are concerned that the Council have not accurately projected future demand for travel by car, and that the justification for the relief roads, and the SA, make the assumption that they will result in a long term reduction in traffic levels, without considering the phenomenon of

<p>'induced traffic'. In reality, new roads create new traffic, cause significant environmental damage, and deliver fewer economic benefits than promised.</p> <p>Combine that with falling travel demand, and the urgent need to prioritise modal shift towards active and sustainable travel, and the case for building new roads becomes much weaker.</p>	<p>Please see previous comments as above</p>
<p><b>Transition Durham</b></p>	<p><b>Sustainability Team response</b></p>
<p>Sustainability Appraisal Objective 7 in the SA framework reads  - To develop a sustainable and diverse economy with high levels of development.  TD note with concern that the associated SA criteria asks the question,  - Will the emerging plan promote growth in key economic sectors?</p> <p>Economic growth is the principal driver of natural resource consumption and generation of waste. Globally, growth based economics drives such environmental degradation at an accelerating rate. The term 'promote growth' has no place at all within a Sustainability Appraisal Framework, especially when what is clearly needed in County Durham is economic stability and local resilience rather, than the continued boom / bust cycles caused by reliance on growth based metrics and over exposure to national and global markets and employers. A resilient economy manages exposure to global economic factors by maximising opportunities for local and small scale business development across all communities and especially with regards food production in the countryside.  TD recommend that the question 'Will the emerging plan promote growth in key economic sectors?' be replaced by  'Will the emerging plan promote economic stability and resilience?' and  'Will the emerging plan support the use of more local suppliers for agriculture, manufacture, construction, retailing and other services?</p> <p>Sustainability Appraisal Objective 15 in the SA Framework reads,  - To improve the sustainability of minerals extraction and use and reduce adverse impacts on Communities and the Environment  TD note with considerable concern that the associated SA Criteria does not ask not a single question associated with use of minerals, the consequent carbon emissions and their impact on climate change. This is of particular</p>	<p>Noted: The council acknowledges the comments made by Transition Durham on Objective 7. The SA framework already considers the proposed questions by TD on this objective through the questions:  'Encourage the use of local labour, goods and services?'  'Improve diversity/resilience of the economy?'  Please note that 'growth in key economic sectors' also encapsulates low carbon and green technology sectors so no change to this sub criteria is proposed.</p> <p>Disagree: The following sub criteria all relate to the use of minerals:  ) Ensure the efficient use of minerals resources  ) Reduce the adverse impacts of minerals processing and extraction to acceptable levels  ) Reduce the energy used in minerals extraction, processing and transport  Please note, that the SA Framework also includes a separate objective central to climate change (8: to reduce the causes of climate change) which</p>

relevance to County Durham which still provides for open casting of coal and UCG at the Durham Coast.

Sustainability Appraisal Objective 2 in the SA framework reads,

- To promote strong and secure communities

TD consider that the criteria in relation to this objective are weak and do not give sufficient significance to the importance of building community cohesion, especially with regards encouraging democratic participation in decision making. We recommend replacement of the question, 'Will the emerging plan encourage a sense of community or wider engagement in community activities or local democracy?' with,

'Will the emerging plan enable improved democratic empowerment of local residents to influence social, economic and environmental decision making?' This is particularly pertinent given the appalling approach taken with this very consultation exercise (see comments directly below).

minerals related options and policies are subject to, along with all other SA objectives in the Framework.

Comment noted. A slight amendment will be made to the decision making criteria as follows::

'Encourage a sense of community and wider engagement in community activities or local democracy **to enable residents to influence social, economic and environmental decision making?**'



## Appendix B – Housing Site Assessment Criteria 2018

No	Indicator	Score User Guide	Score	Traffic Light	Data Source
<b>Social Indicators</b>					
1	<b>Within short walking distance to educational services/ facilities</b> (a) Primary (b) Secondary School / 6 <sup>th</sup> Form (c) Post 18 education providers (college / university)	Within 400m	4		GIS
		400m – 800m	2.5		
		800m – 1.6km	1		
		Over 1.6km	0		
		Over 3km	0		
2	<b>Within catchment of a local centre or village that performs the role of a local centre</b>	0km-1km	4		GIS
		1km – 2km	3		
		2km – 3km	2		
		3km – 4km	1		
		Beyond 4km	0		
3	<b>Within catchment of retail facilities / amenities provided by a town centre, district centre or retail park</b>	0km-1.6km	4		GIS
		1.6km – 3km	3		
		3-5km	2		
		5-7km	1		
		Beyond 7km	0		
4	<b>Within short walking distance to health and recreational services/ facilities</b> (a) GP (b) Leisure Centre/ Community Centre (c) Playing pitches/ designated amenity open space	Within 400m	4		GIS
		400m – 800m	2.5		
		800m – 1.6km	1		
		Over 1.6km	0		
		Over 3km	0		
5	<b>Impact on Public Rights of Way /Cycle Network</b>	Site within 1 km of an existing PROW/Cycle network	4		GIS
		Unknown	0		
		PROW/Cycle Network lost/ unable to be diverted	0		
6	<b>Impact on Local Greenspace and Green Infrastructure</b> (i.e. green space of recreational value, semi-natural greenspace and/ or likely be of high importance to local people e.g. village green)	Opportunity to improve or enhance	4		GIS
		No impact	1		
		Some adverse impact/ constraints	0		
		Significant adverse impact	0		
7	<b>Within catchment of a train station.</b>	0m-1.6km	4		GIS
		1.6km – 3km	3		
		3-5km	2		
		5-7km	1		

		Beyond 7km	0		
<b>8</b>	<b>Bus transport accessibility analysis</b>	8/9	4		Passenger Transport Team
		6/7	3		
		5	2		
		3/4	1		
		0/1/2	0		
<b>9</b>	<b>Community Safety &amp; Severance Issues</b>	No severance issues with site/ services & facilities	4		GIS
		Severance issues with site/ services & facilities (major infrastructure or other obstacle)	0		
<b>10</b>	<b>Location of Site in relation to noise and air pollution/ 'nuisances'</b> (a) identified congestion 'hotspot'/ 'A' road/ railway line / AQMA (b) quarry/ mineral working (c) landfill sites/ sewage treatment works/ waste transfer stations	No Impact	4		GIS
		Within 200 metres (for sewage treatment works make a note of actual distance as pertinent to mitigation required)	0		
<b>Economic Indicators</b>					
<b>11</b>	<b>Within catchment of key employment locations</b> a) Main Town b) Retail Park c) Industrial Estate / Business / Science Park	0m-1.6km	4		GIS
		1.6km – 3km	3		
		3-5km	2		
		5-7km	1		
		Beyond 7km	0		
<b>12</b>	<b>Within short walking distance to all employment locations</b> a) Main Town b) Retail Park c) Industrial Estate / Business / Science Park d) Large employer (big four supermarket, hospital, County Hall etc)	Within 400m	4		GIS
		400m – 800m	2.5		
		800m – 1.6km	1		
		Over 1.6km	0		
		Over 3km	0		
<b>13</b>	<b>Alleviate Deprivation</b> (i.e. would development help to regenerate deprived areas)	Some areas in ward within top 10% most deprived nationally	4		GIS
		Some areas in ward within top 10-20% most deprived nationally	2.5		
		Some areas in ward within top 20-30% most deprived nationally	1		
		No areas in ward within top 30% most deprived nationally	0		
<b>14</b>	<b>Mineral Safeguarding Zone</b>	Not in a mineral safeguarding zone	4		GIS

		Within a mineral safeguarding zone	0		
<b>Environmental Indicators</b>					
15	<b>Location of site in relation to areas of nationally, locally designated or important biodiversity / geodiversity value</b> (e.g. SSSI's National Nature Reserves, Local Nature Reserves, local wildlife sites,	3km or over	4		GIS / Ecology Team
		1.6km – 3km	2.5		
		1 – 1.6	1		
		800m – 1km (local recreational pressure /	0		
ancient woodland, areas where protected or priority species are known to be present, local ecological networks)	disturbance)				
	Adjacent to/ within 800m of designated site (local recreational pressure / disturbance)	0			
	Within designated site or on site where BAP / protected species are known to be present (land take / disturbance)	0			
16	<b>Proximity to all European Protected Sites</b> (within buffer, sites will require Appropriate Assessment as likely to have a significant impact on site integrity– do not allocate without undertaking appropriate assessment)	Beyond 400m	4		GIS
		Within 400m	0		
17	<b>Recreational Impact on Coastal European Sites</b> (within buffer of Durham Coast SAC, Teesmouth and Cleveland Coast SPA or Northumbria Coast SPA, site will either require AA or contribution towards the creation of Suitable Alternative Greenspace)	Beyond 6km	4		GIS
		400m-6km	0		
18	<b>Landscape Strategy</b>	Urban/ developed (least sensitive)	4		Landscape Section
		Landscape Improvement Priority Area	2.5		
		Landscape Conservation Priority Area	0		
		Strategy: Conserve	0		
19	<b>Landscape and Visual Impact</b>	Significant opportunity to enhance	4		Landscape Section
		Opportunity to enhance	2.5		
		Neutral Impact	1		
		Some adverse residual impact	0		
		Significant adverse residual Impact	0		
20	<b>Landscape Designations</b> (i.e. does the site include or is it	Potential for positive impact on designation	4		

	within a landscape designation such as AHLV, AONB, Ancient woodland, TPO)	No impact on designation	1		Landscape Section
		Some adverse impact on designation	0		
		Significant adverse impact on designation	0		
21	<b>Impact on Townscape</b>	More likely to improve or enhance townscape	4		GIS, Street View
		Less likely to improve or enhance townscape due to location	0		
		Potential adverse impact (mitigation measures may be required)	0		
22	<b>Impact on Historic Environment Assets and Setting</b> (including world heritage site, listed buildings, scheduled monuments, archaeology, historic battlefields, rig and furrow, conservations areas, registered parks and gardens, industrial heritage, pilgrimage routes, local historic interest etc.)	Opportunity to improve or enhance	4		Heritage and Archaeology Teams
		No known constraints (need arch survey if site is over 1ha)	1		
		Less than substantial harm / archaeological constraints known (survey/ excavation required)	0		
		Substantial harm or total loss of significance / archaeological remains best preserved in situ	0		
23	<b>Protection of Best/ Most Versatile Soils</b> (Agricultural Land Classifications)	Loss of Grades 4 & 5 or not currently agricultural land	4		GIS
		Loss of Grade 3 (3a - good & 3b - moderate)	0		
		Loss of Grade 2	0		
		Loss of Grade 1	0		
24	<b>Avoid Land Liable to Flood</b> (Flood Zones and Surface Water Flooding)	No or low risk of surface water flooding and not in flood zone 2 or 3	4		GIS - SFRA
		Areas at medium risk from surface water flooding and /or flood zone 2	1		
		Areas at high risk from surface water flooding and/ or Flood zone 3a	0		
		Functional Floodplain (FZ 3b)	0		
25	<b>Previously Developed Land/ Brownfield</b>	Brownfield	4		GIS/S HLAAs Database
		More than 50% brownfield	1		
		More than 50% greenfield	0		
		Greenfield	0		
26	<b>Waste Water Constraints</b>	Development within headroom or only exceeded after 2025	4		Water Cycle Study Data
		Headroom exceeded 2020-25	2.5		
		Headroom exceeded before 2020	1		
		Already exceeds headroom	0		

Weighting of scores to ensure equal balance across social, economic and environmental categories

Economic scores need to be multiplied by: 1.7777777 to = 64

Environmental scores need to be multiplied by: 1.3333333 to = 64

## **Appendix C**

### **County Durham Plan Pre-Submission 2019**

#### **Compatibility Assessment: Vision and Objectives**

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<b>Sustainability Appraisal Key</b>		
<b>Impact</b>	Likely to have a very positive effect / Significantly Compatible	✓✓
	Likely to have a positive effect / Compatible	✓
	Minor effect/ no effect / no clear link	0
	Uncertain/ insufficient information on which to determine effect	?
	Likely to have a negative effect / Potential Conflict	×
	Likely to have a very negative effect / Significant Conflict	××
	Could have both positive and negative effects depending on implementation	✓/×
<b>Timescale</b>	Short-term (next 5 years)	S
	Medium-term (5-16 years)	M
	Long-term (16 years +)	L
<b>Likelihood of Effect</b>	Certain/ Probable / Possible/ Uncertain	
<b>Geographic Scale</b>	e.g. Regional/ Countywide/ *Settlement Name*/ Local (site specific)	
<b>Type of Effect</b>	Permanent/ Temporary/ Direct/ Indirect/ Secondary/ Residual	



Strategic Vision

Summary Assessment of the Spatial Vision	
	SA Objectives
	1. Decent Affordable Homes
	2. Strong Secure Communities
	3. Education, Training & Lifelong Learning
	4. Health: Inequalities & Lifestyles
	5. Need to Travel & Sustainable Transport
	6. Alleviate Deprivation
	7. Economy & Employment
	8. Climate Change: Mitigation
	9. Climate Change: Adaptation
	10. Biodiversity & Geodiversity
	11. Landscape & Townscape
	12. Historic Environment
	13. Resources: Air, Water & Soil
	14. Waste & Use of Materials
	15. Minerals Extraction & Impacts
Pre-Submission	<div style="display: flex; justify-content: space-between;"> <div style="width: 15%;">✓</div> <div style="width: 15%;">✓</div> <div style="width: 15%;">✓</div> <div style="width: 15%;">✓✓</div> <div style="width: 15%;">✓✓</div> <div style="width: 15%;">✓✓</div> <div style="width: 15%;">✓✓</div> <div style="width: 15%;">✓✓</div> <div style="width: 15%;">✓</div> <div style="width: 15%;">✓✓</div> <div style="width: 15%;">✓</div> <div style="width: 15%;">✓</div> <div style="width: 15%;">✓</div> <div style="width: 15%;">✓</div> <div style="width: 15%;">✓✓</div> </div>

**Summary of Compatibility Assessment following SA (see next page)**

Plan Objective	SA Objectives														
	1. Decent Affordable Homes	2. Strong Secure Communities	3. Education, Training & Lifelong Learning	4. Health: Inequalities & Lifestyles	5. Need to Travel & Sustainable Transport	6. Alleviate Deprivation	7. Economy & Employment	8. Climate Change: Mitigation	9. Climate Change:	10. Biodiversity & Geodiversity	11. Landscape & Townscape	12. Historic Environment	13. Resources: Air, Water & Soil	14. Waste & Use of Materials	15. Minerals Extraction & Impacts
1: Economic Ambition	✓	✓	✓	✓	✓/x	✓✓	✓✓	x	0	x	✓/x	✓/x	x	✓/x	0
2: Sustainable Communities	✓	✓	✓	✓	✓✓	0	✓	✓✓	✓	✓	✓	✓	✓	✓	0
3: Housing Need	✓✓	✓✓	✓	✓✓	0	✓	✓	x	x	✓/x	✓/x	✓/x	x	✓	✓
4: Infrastructure	✓	✓	✓	✓	✓✓	✓✓	✓✓	✓	✓	✓/x	✓/x	✓/x	✓	✓	0
5: Town Centres	0	✓	✓	✓	✓	✓	✓✓	✓	0	✓	✓	✓	✓/x	✓	0
6: Rural Economy	✓/x	✓	✓	✓	✓	✓	✓✓	✓/x	✓/x	✓/x	✓/x	✓/x	✓/x	✓/x	0
7: Green Belt	0	✓	0	✓	?	0	0	✓	✓	✓✓	✓	✓✓	✓	0	0
8: Effective use of Land	✓	✓✓	0	✓	✓	✓	✓✓	✓	✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓
9: Natural Environment	0	✓	✓	✓	✓	✓	✓	✓	✓✓	✓✓	✓✓	✓	✓✓	0	0
10: Built and Historic Environment	✓	✓	✓	✓	0	0	✓✓	✓	0	✓	✓✓	✓✓	0	✓	✓
11: Well Designed Places	✓	✓✓	0	✓✓	✓	✓	✓	✓✓	✓✓	✓	✓✓	✓✓	✓	✓✓	✓
12: Raising Aspirations	0	✓	✓✓	✓	0	✓✓	✓✓	0	0	0	0	0	0	0	0
13: Tackling Deprivation and Inequalities	✓✓	✓✓	✓✓	✓✓	x	✓✓	✓✓	?	0	✓	✓✓	✓	✓	0	0
14: Quality of Life	0	✓✓	✓✓	✓✓	✓	✓✓	✓	✓	✓	✓	✓	✓	✓✓	0	0
15: Visitor Economy	x	✓/x	✓	✓	x	✓	✓✓	x	0	xx	✓	✓✓	x	x	0
16: Adaptation to Climate Change	✓	✓	0	✓	0	0	✓	✓	✓✓	✓✓	✓✓	0	✓✓	✓	✓
17: Low Carbon	✓	✓	✓	✓	✓✓	✓	✓✓	✓✓	0	?	0	0	✓✓	✓✓	0
18: Sustainable Transport	0	✓✓	✓	✓✓	✓✓	✓	✓	✓✓	0	✓	✓	✓	✓✓	✓	✓
19: Natural Resources	✓	0	0	✓	0	0	✓	✓	0	✓	✓	✓	✓✓	✓✓	✓✓
20: Supply of Minerals	✓	0	✓	0	✓	0	✓	x	0	✓	✓	✓	✓	✓	✓✓
21: Waste Management	0	0	0	0	✓/x	0	✓	✓	0	✓	✓	✓	✓	✓✓	✓

**Objective 1: Economic Ambition** – Improve the economic performance of County Durham by creating more and better jobs, increasing the employment rate and reducing unemployment, thereby increasing GVA (a measure of economic performance), household income and demand for local goods and services and improving the resilience of the county's economy

SA Objective	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	0	✓	✓	Possible	Countywide	Indirect  Potential for permanent effects	Improving the economic performance of the County by creating more and better jobs may indirectly improve the mix of housing type and size to meet the needs of those moving to the County for employment purposes.	-
<b>2. To promote strong, secure communities</b>	✓	✓	✓	Possible	Countywide	Indirect  Potential for permanent effects	Improving the economic performance of the County should reduce levels of unemployment which can positively reduce crime rates. <sup>1</sup> However, the potential for increased levels of traffic adversely affecting communities as a result of jobs growth will need to be taken into account when developing and expanding specific employment sites.	Work travel plans should be encouraged and any employment sites selected for new or major development should be served by appropriate sustainable travel services and infrastructure.
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Improving economic performance is compatible with raising educational and employment aspirations	-

<sup>1</sup> K,L. Papps and R Winkleman (1999) Unemployment and crime: new evidence for an old question Centre for Economic Policy Research, London

<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	A review of more than 400 scientific studies on the relationship between work and health concluded that being out of work was generally bad for your health and wellbeing, resulting in <sup>2</sup> : <ul style="list-style-type: none"> <li>) More consultations, higher use of medication and higher hospital admission rates than for the average population</li> <li>) A 2-3 times increased risk of poor general health</li> <li>) A 2-3 times increased risk of mental health problems</li> <li>) A 20% higher death rate</li> </ul> Therefore an objective which intends to increase the employment rate i.e. more people in jobs is likely to positively affect health and wellbeing	-
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓/x	✓/x	✓/x	Possible	Countywide	Direct  Potential for permanent effects	It is possible for increased economic activity to produce increased car traffic and therefore have negative impacts on promoting sustainable transport. Development must be aligned with improvements in public transport and infrastructure.	Work travel plans should be encouraged and any employment sites selected for new or major development should be served by appropriate sustainable travel services and infrastructure.
<b>6. To alleviate deprivation and poverty</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for	Improving the economic performance of the County and the number of people in employment is compatible with alleviating deprivation and poverty	-

<sup>2</sup> G. Waddell, A.K.Burton (2006) Is work good for your health and wellbeing on behalf of the Department for Work and Pensions

						permanent effects		
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	The objective is directly compatible with developing a sustainable and diverse economy with high levels of employment.	-
<b>8. To reduce the causes of climate change</b>	×	×	×	Certain	Countywide	Direct  Potential for permanent effects	Conflict – Increasing economic performance is likely to increase the energy demand from businesses, along with transportation to and from places of employment.	There is the potential to assist in reducing emissions by co-locating employment land and housing. It is essential that economic performance focuses upon the low carbon economy as a key area of growth. New business premises should be designed to maximise energy efficiency Work travel plans should be encouraged and any employment sites selected for new or major development should be served by appropriate sustainable travel services and infrastructure.
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	0	0	0	-	-	-	Ensuring resilience for existing and new buildings is an essential element to ensure growth in economic performance. Impacts from severe weather events can cost the local economy severely. New buildings will need to be constructed in line with national standards. However, where development is located can have a significant impact on their resilience. There is a need to ensure the location of development is resilient to future climatic impacts	There is a need to ensure the location of development is resilient to future climatic impacts.

10. To protect and enhance biodiversity and geodiversity	x	x	x	Possible	Countywide	Direct and Indirect effects  Potential for permanent effects	Conflict – Increasing economic performance has the potential to directly affect biodiversity through the loss of habitat/species as a result of new business premises development and indirectly through increased emissions.	New economic development should avoid areas of high biodiversity / geodiversity value and contribute towards net gains.  Work travel plans should be encouraged and any employment sites selected for new or major development should be served by appropriate sustainable travel services and infrastructure.
11. To protect and enhance the quality and character of landscape and townscape	✓/x	✓/x	✓/x	Possible	Countywide	Direct  Potential for permanent effects	Objective 1 could assist in improving the built environment by investing in key employment sites. Improving economic performance could also enhance the vitality and viability of town centres and other areas. Landscape quality needs to be considered from the outset and suitable mitigation at the earliest opportunity. However, overall impacts are likely to depend on implementation.	The development of new business premises should ensure that:  <ul style="list-style-type: none"> <li>) designated landscape areas continue to be protected;</li> <li>) development does not lead to coalescence of settlements and is not located in open countryside;</li> <li>) the scale of development is appropriate to the existing settlement / context; and</li> <li>) the most visually prominent sites are avoided</li> <li>) the design of new development reflects local distinctiveness and character.</li> <li>) Materials used should be appropriate and high levels of green infrastructure should be incorporated.</li> </ul>
12. To protect and enhance cultural heritage	✓/x	✓/x	✓/x	Possible	Countywide	Direct	There is potential for negative effects if the development associated with economic and employment growth are not appropriately	The location, scale and design of new business premises should contribute towards

and the historic environment						Potential for permanent effects	located and designed. However, there is also potential for positive effects if existing historical and cultural assets are protected and enhanced as part of economic diversification and increased tourism. Therefore, overall impacts are likely to depend on implementation.	sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation.
13. To protect and improve air, water and soil resources	x	x	x	Possible	Countywide	Direct and Indirect effects  Potential for permanent effects	Conflict - An increase in the numbers of people in employment is likely to increase vehicular emission to air associated with more people travelling to work. This may exacerbate existing air quality issues, which predominantly exist in Durham City which is the largest employment centre in the County. <sup>3</sup> An increase in the numbers of people in employment may increase the need to extend or build new business premises which can increase water consumption and the loss of greenfield and better quality agricultural land to new development.	) In order to minimise potential effects to air, investment in convenient and attractive sustainable transport networks may be required to reduce levels of in-commuting by private car. ) Opportunities to install water efficiency measures should be sought. ) Where suitable, development should be steered towards brownfield land of low environmental quality in sustainable locations.
14. To reduce waste and encourage the sustainable and efficient use of materials	✓/x	✓/x	✓/x	Possible	Countywide	Direct  Potential for permanent effects	If the economic and employment growth improves the resource efficiency of existing sectors and encourages the sustainable and efficient use of materials, there could be positive effects. However, expansion in resource intensive industries would have negative impacts. Therefore, overall impacts are likely to depend on implementation.	-
15. To improve the	0	0	0	-	-	-	No impact likely.	-

<sup>3</sup> The number of employees within County Durham is significantly higher than other towns in the county at 35,582 (BRES, LSOA, 2014)



sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment								
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**Objective 2: Sustainable Communities** – Locate new development in areas which offer the best opportunity for sustainable development patterns, including means of travel other than the private car, thus ensuring that new homes and jobs are supported by a high quality environment, services and infrastructure and in turn new development supports the vitality, viability and economic performance of our towns and villages.

SA Objective	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	By locating new development in areas which offer the best opportunity for sustainable development patterns, demand for homes is more likely to match with supply and the likelihood of vacant properties will be reduced.	-

<b>2. To promote strong, secure communities</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Sustainable development patterns can reduce the adverse impacts of traffic and encourage a sense of community through careful layout of access routes and community spaces.	-
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Ensuring development is located in areas which offer the best opportunity for sustainable development is likely to ensure ease of access to education, training and facilities. The capacity of which should be adequate to serve new development by ensuring that new homes and jobs are supported by high quality services and infrastructure.	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Ensuring development is located in areas which offer the best opportunity for sustainable development is likely to ensure ease of access to healthcare and leisure facilities. The capacity of which should be adequate to serve new development by ensuring that new homes and jobs are supported by high quality services and infrastructure.	-
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	Locating new development in areas which offer the best opportunity for sustainable development is directly compatible with the sustainability objective.	-

<b>6. To alleviate deprivation and poverty</b>	0	0	0	Possible minor positive	Countywide	Indirect  Potential for permanent effects	Sustainable development patterns could contribute to local regeneration initiatives and benefit areas suffering from economic deprivation, as well as improving access to jobs. However, such effects are likely to be minor overall.	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	By locating new development in areas which offer the best opportunity for sustainable development patterns, this objective should contribute to the promotion of a sustainable and diverse economy with high levels of employment. As a separate objective on the rural economy exists, rural economic needs will not be overlooked as a result of seeking sustainable development patterns.  By ensuring that new homes and jobs are supported by high quality services and infrastructure, it should encourage business development and reduce congestion and journey times.	-
<b>8. To reduce the causes of climate change</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	All new development has the potential to increase demand for energy through buildings, transport and industry and thus greenhouse gas emissions. However, by ensuring new development is sustainably located, transport emissions will be minimised and there will be a reduced need for new infrastructure. Objective 10 (high quality design) considers the design quality of such development.	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓	✓	✓	Certain	Countywide	Indirect  Potential for permanent effects	As the objective predominantly has a social and economic focus it is considered likely that reference to 'sustainable development patterns' will take account of existing and future flood risk which can adversely impact upon communities and the local economy. This issue is also more fully addressed by objective 15 (Adaptation to Climate Change).	-

<b>10. To protect and enhance biodiversity and geodiversity</b>	✓	✓	✓	Possible	Countywide	Indirect  Potential for permanent effects	As a result of previous compatibility assessment the objective now refers to 'ensuring new homes and jobs are supported by a high quality environment.' Therefore the protection of biodiversity and geodiversity is inferred as part and parcel of achieving sustainable development patterns and contributing to attractive new developments.	-
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Possible	Countywide	Indirect  Potential for permanent effects	As a result of previous compatibility assessment the objective now refers to 'ensuring new homes and jobs are supported by a high quality environment.' Therefore the protection of landscape and townscape character is inferred as part and parcel of achieving sustainable development patterns and contributing to attractive new developments.	-
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓	✓	✓	Possible	Countywide	Indirect  Potential for permanent effects	As a result of previous compatibility assessment the objective now refers to 'ensuring new homes and jobs are supported by a high quality environment.' Therefore the protection of the historic environment is inferred as part and parcel of achieving sustainable development patterns and contributing to attractive new developments.	-
<b>13. To protect and improve air, water and soil resources</b>	✓	✓	✓	Possible	Countywide	Indirect  Potential for permanent effects	As a result of previous compatibility assessment the objective now refers to 'ensuring new homes and jobs are supported by a high quality environment.' Therefore the protection of the historic environment is inferred as part and parcel of achieving sustainable development patterns and contributing to attractive new developments.	-
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	✓	✓	✓	Possible	Countywide	Indirect  Potential for	Whilst new development is likely to increase waste arisings, locating new development in areas which offer the best opportunity for sustainable development patterns is likely to minimise the amount of new infrastructure	-

						permanent effects	required compared to for example locating development in the open countryside.	
15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment	0	0	0	-	-	-	This objective is unlikely to affect mineral extraction and use.	-

**Objective 3: Housing Need** – Deliver new, high quality housing, in a range of house types and tenures, that is accessible to and meet the needs and aspirations of, County Durham’s residents (including affordable, families with children, older persons, multi-generational housing, specialist housing and those people wishing to build their own home) while making effective use of the existing stock.

SA Objective	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	The objective is directly compatible with the sustainability objective. ‘while making effective use of the existing stock’ is also compatible with the aim to decrease the number of vacant properties, ‘ <b>multigenerational households</b> ’ has been added to the objective in recognition of its growing popularity.	-

2. To promote strong, secure communities	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	Ensuring that new housing meets the needs and aspirations of existing communities is essential to promote sustainable, strong and cohesive communities. Meeting the needs of older people and families are essential in securing strong communities. <b>'multigenerational households'</b> has been added to the objective in recognition of its growing popularity.	-
3. To improve education, training and life-long learning, and maintain a healthy labour market	✓	✓	✓	Possible	Countywide	Indirect  Potential for permanent effects	Ensuring that housing supply meets need and aspirations will contribute towards retaining and encouraging the inward migration of skilled people to the County.	-
4. To reduce health inequalities and promote healthy lifestyles	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	The provision of high quality housing is compatible with health objectives in relation to for example thermal comfort and levels of natural daylight. The specific reference to affordable housing is particularly compatible as a shortage of affordable housing limits 'families' and individuals' choice of where they live which may relegate lower income families to non-decent housing and neighbourhoods with higher rates of poverty and fewer resources to support wellbeing (e.g. parks, play areas). The lack of affordable housing in rural areas can also lead to people moving out of the area causing separation from existing social networks which can lead to isolation and impact upon health and wellbeing. Furthermore, the financial burden of living	-

							<p>within unaffordable housing can prevent families from meeting other basic needs including nutrition and healthcare.</p> <p>The provision of older persons and specialist housing will also contribute to ensuring that specific care needs are met.</p>	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	0	0	0	-	-	-	Since the last capability assessment, clarity has been provided that the wording 'is accessible to' relates to financial and market accessibility. Therefore, there is no clear link with the sustainability objective. The location of new housing is considered by objective 2 (sustainable communities)	-
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	A good mix and range of housing in suitable locations could have a positive impact upon deprivation, especially if it is located in areas requiring regeneration. Employment could be created as a direct result of the development. The provision of good quality affordable homes mixed in with family housing is likely to increase aspirations. It should also improve social, economic and environmental conditions for the most deprived groups	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Ensuring a suitable mix of housing type in appropriate locations could have a positive effect on the economy, not only in the direct jobs that will be created on site, but also through increased spend in the local economy and inward migration created by good quality, well designed homes. This could be important to maintaining a healthy labour market and encouraging inward migration of those occupying specialist and professional occupations	-
<b>8. To reduce the causes of climate change</b>	×	×	×	Certain	Countywide	Direct  Potential for	Conflict: New development will inevitably increase emissions through construction and energy consumption through use.	Delivery against other objectives which relate to the sustainable location of new development and high quality

						permanent effects		design will be required to minimise associated emissions.
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	x	x	x	Possible	Countywide	Direct  Potential for permanent effects	Conflict: New housing development will increase the levels of hardstanding which in turn increases the rate of surface water run-off and can contribute to flooding. New housing development may also place increased pressure on existing sewerage infrastructure which can also contribute to increased flood risk.	Delivery against other objectives which relate to the use of sustainable urban drainage systems and an integrated approach to water management will be required to mitigate potential effects.
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓/x	✓/x	✓/x	Possible	Countywide	Direct  Potential for permanent effects	New housing development is likely to result in the loss of habitat. However, opportunities exist to increase the biodiversity value of a site due to new development e.g. incorporation of woodland, wetland on a previously 100% arable site.	Delivery against other objectives which require the protection and enhancement of biodiversity will be required. All development should seek to achieve net overall gains in biodiversity as a result of incorporation within new development and / or offsetting.
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓/x	✓/x	✓/x	Possible	Countywide	Direct  Potential for permanent effects	The aspiration to make effective use of the existing housing stock may contribute to reducing vacant housing and therefore contribute towards improving existing townscape character. The provision of housing in degraded landscapes may also contribute positive to this objective. However, conversely there is potential for conflict against the SA objective if housing is delivered in areas of higher landscape value.	Delivery against other objectives which seek to protect the natural environment and ensure that new development reflects local distinctiveness will be required.
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓/x	✓/x	✓/x	Possible	Countywide	Direct  Potential for permanent effects	The aspiration to make effective use of the existing housing stock may contribute towards the retention and future maintenance of designated and non-designated assets. However, inappropriately located or designed new housing could adversely affect heritage assets including archaeological features	Delivery against other objectives which seek to protect the historic environment and ensure that new development reflects local distinctiveness will be required.
<b>13. To protect and improve air,</b>	x	x	x	Certain	Countywide	Direct	New housing is likely to increase emissions to air through construction and operation,	The delivery of other objectives which concern reducing the need to travel and high quality



<b>water and soil resources</b>						Potential for permanent effects	increase water usage and the loss of soil resources to new development.	design will minimise emissions to air and water usage. The delivery of objectives relating to the effective use of land will minimise the loss of soil resources.
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Whilst new housing will increase waste arisings the aspiration of the objective to make effective use of the existing housing stock will contribute positively towards waste minimisation	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Whilst new housing will increase the use of mineral resources the aspiration of the objective to make effective use of the existing housing stock will contribute positively towards minimising the need for primary extraction	-

**Objective 4: Infrastructure** – Enable the delivery of the necessary infrastructure such as transport, health and education, digital and green infrastructure that is required to support new and existing development and the economic, social and environmental ambitions of the county.

SA Objective	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	✓	✓	✓	Certain	Countywide	Indirect  Potential for permanent effects	Objective 4 aims to ensure infrastructure needs are met, which is likely to indirectly contribute to the delivery of housing.	-
<b>2. To promote strong, secure communities</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	The delivery of critical infrastructure to support the economic, social and environmental ambitions of the county could promote strong, secure communities by reducing the adverse impacts of traffic and by providing employment, facilities such as schools and healthcare and links to other communities.	Ensuring the appropriate location, design and timely investment in new infrastructure will be key to supporting this objective.
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Objective 4 aims to achieve the social, economic and environmental ambitions of the county, part of which should include improvement in education and training infrastructure and access to it. New housing and infrastructure will assist in maintaining and improving and in some cases developing new educational facilities.	Ensuring the appropriate location, design and timely investment in new infrastructure will be key to supporting this objective.
<b>4. To reduce health inequalities and</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for	Objective 4 aims to achieve the social, economic and environmental ambitions of the county, part of which should include improvement and access to health and leisure	Ensuring the appropriate location, design and timely investment in new infrastructure

promote healthy lifestyles						permanent effects	services and infrastructure. As a result of previous SA the objective now refers to 'green infrastructure,' which can have highly positive health benefits.	will be key to supporting this objective.
5. To reduce the need to travel and promote use of sustainable transport options	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	Investment in infrastructure overall will help to ensure that communities have better access to jobs, services and facilities by sustainable transport options.	Ensuring the appropriate location, design and timely investment in new infrastructure will be key to supporting this objective.
6. To alleviate deprivation and poverty	✓✓	✓✓	✓✓	Possible	Countywide	Direct  Potential for permanent effects	Investment in infrastructure can contribute directly towards the regeneration of deprived areas within the County.	Ensuring the appropriate location, design and timely investment in new infrastructure will be key to supporting this objective.
7. To develop a sustainable and diverse economy with high levels of employment	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	Ensuring that infrastructure is delivered that meets the economic ambitions of the County is likely to contribute to enabling business development and expansion, easier movement of goods and people and is also likely to encourage further inward investment in County Durham.	Ensuring the appropriate location, design and timely investment in new infrastructure will be key to supporting this objective.
8. To reduce the causes of climate change	✗	✓	✓	Possible	Countywide	Direct (short term effects are also residual)  Potential for permanent effects	The delivery of infrastructure that supports the social, economic and environmental ambitions of the County will help create more sustainable communities, helping to improve development quality and efficiency, improve accessibility and reduce emissions by reducing the need to travel and by providing sustainable transport options. However, it is recognised that in the short term the construction of such infrastructure may increase emissions overall.	-
9. To respond and enable adaptation to the inevitable	✓	✓	✓	Possible	Countywide	Direct  Potential for	In order to meet the social, economic and environmental ambitions of the County the need to adapt to the effects of climate change will need to be taken into account. Therefore,	The delivery of other objectives which directly address adaptation to climate change

impacts of climate change						permanent effects	infrastructure could be directly related to and supportive of adaptation measures.	will be key to supporting resilient infrastructure.
10. To protect and enhance biodiversity and geodiversity	✓/x	✓/x	✓/x	Possible	Countywide	Direct  Potential for permanent effects	The objective requires the delivery of infrastructure that supports the environmental ambitions of the County which is likely to be compatible with the protection and enhancement of biodiversity in the County. However, in order to improve clarity it is recommended that the wording of the objective is amended so that it is clear that the delivery of infrastructure to meet social and economic ambitions is not at the expense of environmental objectives and vice versa. Also, infrastructure should only be delivered where it is necessary. <b>'Necessary'</b> is now included in the objective as a result of SA	Amend objective to: <b>Enable the delivery of necessary infrastructure (including green infrastructure) where it contributes to and can be demonstrated that the social, economic and environmental ambitions of the County can be mutually supported.</b>
11. To protect and enhance the quality and character of landscape and townscape	✓/x	✓/x	✓/x	Possible	Countywide	Direct  Potential for permanent effects	The objective requires the delivery of infrastructure that supports the environmental ambitions of the County which is likely to be compatible with the protection and enhancement of landscape and townscape character across the County. However, in order to improve clarity it is recommended that the wording of the objective is amended so that it is clear that the delivery of infrastructure to meet social and economic ambitions is not at the expense of environmental objectives and vice versa. Also, infrastructure should only be delivered where it is necessary. <b>'Necessary'</b> is now included in the objective as a result of SA	Amend objective to: <b>Enable the delivery of necessary infrastructure (including green infrastructure) where it contributes to and can be demonstrated that the social, economic and environmental ambitions of the County can be mutually supported.</b>
12. To protect and enhance cultural heritage and the historic environment	✓/x	✓/x	✓/x	Possible	Countywide	Direct  Potential for permanent effects	The objective requires the delivery of infrastructure that supports the environmental ambitions of the County which is likely to be compatible with the protection and enhancement of the historic environment. However, in order to improve clarity it is recommended that the wording of the objective is amended so that it is clear that the	Amend objective to: <b>Enable the delivery of necessary infrastructure (including green infrastructure) where it contributes to and can be demonstrated that the social, economic and environmental</b>

							delivery of infrastructure to meet social and economic ambitions is not at the expense of environmental objectives and vice versa. Also, infrastructure should only be delivered where it is necessary. <b>'Necessary'</b> is now included in the objective as a result of SA	<b>ambitions of the County can be mutually supported.</b>
<b>13. To protect and improve air, water and soil resources</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	Potential for positive effects as infrastructure can reduce the need to travel and associated emissions and waste water infrastructure and green infrastructure can protect and enhance water and soil resources.	-
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Likely to include the delivery of waste processing and recycling infrastructure which can contribute positively to this objective. However, suggest that the the objective is amended to more strongly clarify that infrastructure will only be delivered where it is necessary in order to avoid unnecessary waste creation where existing infrastructure may be sufficient. <b>Necessary'</b> is now included in the objective as a result of SA	Amend objective to: <b>Enable the delivery of necessary infrastructure (including green infrastructure) where it contributes to and can be demonstrated that the social, economic and environmental ambitions of the County can be mutually supported.</b>
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	0	0	0	-	-	-	-	-

**Objective 5: Town Centres** – Maintain a clear hierarchy of vibrant, diverse and distinct retail centres that are the focus for commercial, retail, leisure, culture and other appropriate uses.

SA Objective	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	0	0	0	-	-	-	No clear link	-
2. To promote strong, secure communities	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Ensuring retail centres are a focus for leisure uses will encourage social interaction and engagement within the community.	-
3. To improve education, training and life-long learning, and maintain a healthy labour market	✓	✓	✓	Certain	Countywide	Indirect  Potential for permanent effects	Maintaining a hierarchy of distinct retail centres will contribute to protecting the role and viability of town centres and the associated jobs and training that are provided as a result.	-
4. To reduce health inequalities and	✓	✓	✓	Certain	Countywide	Direct  Potential for	Ensuring retail centres are a focus for leisure uses will encourage social interaction and physical activity contributing to overall health and wellbeing.	-

promote healthy lifestyles						permanent effects		
5. To reduce the need to travel and promote use of sustainable transport options	✓	✓	✓	Probable	Countywide	Direct  Potential for permanent effects	Maintaining a hierarchy of distinct retail centres is likely to limit out of town shopping centre developments which can be more remotely located from centres of population and more reliant on private car use for access.	-
6. To alleviate deprivation and poverty	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	Maintaining a hierarchy of distinct retail centres will contribute to protecting the role and viability of town centres and the associated jobs that are provided as a result.	-
7. To develop a sustainable and diverse economy with high levels of employment	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	The maintenance of a hierarchy of distinct retail centres will contribute to protecting the viability of existing retail centres in County Durham and should ensure that an appropriate and diverse mix of commercial, retail and leisure uses are available. The overall vibrancy and viability of County Durham's retail centres contribute to economic sustainability by making County Durham a place people will want to live, work within and visit	-
8. To reduce the causes of climate change	✓	✓	✓	Probable	Countywide	Direct  Potential for permanent effects	Maintaining a hierarchy of distinct retail centres is likely to limit out of town shopping centre developments which can be more remotely located from centres of population and more reliant on private car use for access. This in turn will contribute towards reducing associated greenhouse gas emissions.	-
9. To respond and enable adaptation to the inevitable	0	0	0	-	-	-	No clear link	-

<b>impacts of climate change</b>								
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓	✓	✓	Probable	Countywide	Direct  Potential for permanent effects	Whilst the impact of retail, leisure and commercial proposals on biodiversity and geodiversity would need to be assessed, the maintenance of a hierarchy of retail centres is likely to focus any new development to existing centres which are likely to be of lower ecological and geological value.	-
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Probable	Countywide	Direct  Potential for permanent effects	Maintaining a hierarchy of vibrant, diverse and distinct retail centres will contribute to maintaining their vitality and viability which contributes to local townscape in relation to for example avoiding a proliferation of empty shops, and maintaining and enhancing the urban fabric.	
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓	✓	✓	Probable	Countywide	Direct  Potential for permanent effects	Maintaining a hierarchy of vibrant, diverse and distinct retail centres is likely to safeguard existing centres and deliver improvements which could directly and indirectly contribute to maintaining and enhancing the setting and fabric of designated and non-designated heritage assets e.g. shop frontage improvements in conservation areas. Vibrant and distinct retail centres will also enhance the visitor offer of the County which may increase visitor numbers and associated contributions to the upkeep of historic buildings such as Durham Cathedral. Whilst positive effects are predicted overall it is however recognised that increased visitor numbers can also be detrimental to heritage assets and appropriate visitor management within retail centres will be required.	In the event that visitor numbers increase to County Durham as a result of improvements to the retail and leisure offer, appropriate management of the historic environment will be required through for example a combination of individual management plans of historic assets, signage, sustainable transport accessibility, parking arrangements etc.
<b>13. To protect and improve air, water and soil resources</b>	✓/✗	✓/✗	✓/✗	Possible	Countywide	Direct  Potential for	Air: Maintaining a hierarchy of distinct retail centres is likely to restrict out of town shopping centre development which can increase the need to travel and associated	Visitor levels and effects on Durham City's Air Quality Management Area should be monitored and measures within



						permanent effects	<p>emissions to air. However, focusing additional commercial, retail and leisure use development within Durham City may exacerbate existing air quality issues as a result of an increase in visitors to the City. This would need to be carefully managed. Overall effects therefore depend upon implementation.</p> <p>Water: There is unlikely to be any significant impacts on water quality given that new development will be directed to existing commercial centres</p> <p>Soil: Delivery against the objective would direct new retail, leisure and commercial uses to existing centres and is therefore more likely to facilitate the use of brownfield land as opposed to greenfield.</p>	the AQMA Action Plan should be revised as necessary. Access to Durham City by sustainable transport modes should be actively promoted.
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	✓	✓	✓	Probable	Countywide	Direct  Potential for permanent effects	The maintenance of a retail hierarchy will contribute towards directing new commercial, retail and leisure uses to existing retail centres. Whilst the operation and construction of new development within retail centres is likely to increase the overall volumes of waste which will need to be managed in accordance with the waste hierarchy, directing such development to existing centres is more likely to encourage the re-use and adaptation of existing buildings thereby reducing the use of materials and possible waste.	-
<b>15. To improve the sustainability of minerals extraction and</b>	0	0	0	-	-	-	No clear link	-

use and reduce adverse impacts on communities and the environment								
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**Objective 6: Rural Economy** – Support and improve the rural economy by encouraging diversification, retaining and enhancing key facilities, infrastructure and services whilst promoting appropriate new development in rural settlements.

SA Objective	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	✓/x	✓/x	✓/x	Possible	Countywide (rural areas)	Direct  Potential for permanent effects	Potential for the objective to support the delivery of affordable housing in rural areas by promoting appropriate new development in rural settlements. However, this depends on implementation.	-
2. To promote strong, secure communities	✓	✓	✓	Certain	Countywide (rural areas)	Direct  Potential for permanent effects	The retention of key facilities, infrastructure and services will contribute to sustaining rural communities. Positive effects have been improved as a result of SA by ensuring the objective refers to retaining and 'enhancing' key facilities etc	-

<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Certain	Countywide (rural areas)	Direct  Potential for permanent effects	The diversification of the rural economy may increase existing training opportunities and skills development. The objective's aim to retain and enhance key facilities is compatible with the objective in respect of ensuring access to existing educational facilities in rural areas is maintained.	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Certain	Countywide (rural areas)	Direct  Potential for permanent effects	The objective's aim to retain and enhance key facilities is compatible with the objective in respect of ensuring access to existing health and leisure facilities in rural areas is maintained.	-
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Possible	Countywide (rural areas)	Direct  Potential for permanent effects	The diversification of the rural economy is likely to reduce travel requirements for people commuting to work in other commercial centres by creating more jobs in rural areas. However, it is possible that additional development will produce additional traffic and so consideration of public transport provision should be considered in development proposals.	Consideration of public transport provision should be considered in development proposals.
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Possible	Countywide (rural areas)	Direct  Potential for permanent effects	Likely positive impacts through retention and enhancement of key services and diversification of economy leading to improved access to jobs and higher incomes.	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓✓	✓✓	✓✓	Certain	Countywide (rural areas)	Direct  Potential for permanent effects	Positive impacts through rural diversification, development and retention and enhancement of key services. Promotion of local products could be a key opportunity (farm shops etc.).	-
<b>8. To reduce the causes of climate change</b>	✓/✗	✓/✗	✓/✗	Possible	Countywide (rural areas)	Direct (short term effects are	Impacts depend on what rural diversification includes. All new development has the potential to increase greenhouse gas	-

						also residual)  Potential for permanent effects	emissions. However, diversification into low carbon energy could help to mitigate emissions, whilst the growing of bioenergy crops could help similarly. Diversification will also help to decrease transport emissions associated with commuting and the retention of key services will minimise travelling distances for communities. Therefore, overall impacts depend on implementation.	
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓/x	✓/x	✓/x	Possible	Countywide (rural areas)	Direct  Potential for permanent effects	There is potential for this objective to contribute to adaptation to the inevitable impacts of climate change through appropriate location and design of development. However, inappropriate development could worsen flood risk in certain areas or not be adequate to deal with the extremes of climate. Therefore, overall impacts are likely to depend on implementation.	The delivery of other objectives which directly address adaptation to climate change will be required.
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓/x	✓/x	✓/x	Possible	Countywide (rural areas)	Direct  Potential for permanent effects	The objective promotes appropriate new development in rural settlements; therefore it is less likely that new development will be located in areas which are covered by an international/national nature designation such as the North Pennine Moors SAC and SPA in West Durham. However, whilst the objective may contribute to avoiding the more sensitive locations, all new development has the potential to adversely affect development depending upon how it is implemented. Opportunities for enhancement also exist.	Delivery against other objectives which require the protection and enhancement of biodiversity will be required. All development should seek to achieve net overall gains in biodiversity as a result of incorporation within new development and / or offsetting.
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓/x	✓/x	✓/x	Possible	Countywide (rural areas)	Direct  Potential for permanent effects	The objective promotes appropriate new development in rural settlements; therefore it is less likely that new development will be located in areas which are covered by a national landscape designation such as the North Pennines AONB in West Durham. However, whilst the objective may contribute to avoiding the more sensitive locations, all	Delivery against other objectives which seek to protect the natural environment and ensure that new development reflects local distinctiveness will be required.

							new development has the potential to adversely affect landscape character depending upon how it is implemented. Opportunities for enhancement also exist.	
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓/x	✓/x	✓/x	Possible	Countywide (rural areas)	Direct and indirect effects  Potential for permanent effects	Encouraging rural diversification may bring about positive benefits to the historic environment where, for example, buildings of local or national historic importance are brought back into active use. However, all new development has the potential to negatively impact on cultural heritage and the historic environment if it is inappropriately located and/ or designed.	Delivery against other objectives which seek to protect the historic environment and ensure that new development reflects local distinctiveness will be required.
<b>13. To protect and improve air, water and soil resources</b>	✓/x	✓/x	✓/x	Possible	Countywide (rural areas)	Direct (water, soil) and indirect effects (air)  Potential for permanent effects	The diversification of the rural economy and retention of key services as supported by this objective will contribute towards minimising the distances that people need to travel to access employment and other services, thereby minimising emissions to air. However, new development can increase water usage and the loss of soils to new development.	The delivery of other objectives which concern reducing the need to travel and high quality design will minimise emissions to air and water usage. The delivery of objectives relating to the effective use of land will minimise the loss of soil resources.
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	✓/x	✓/x	✓/x	Possible	Countywide (rural areas)	Direct  Potential for permanent effects	The retention of key facilities and infrastructure may contribute towards waste minimisation if it prevents the need for new facilities and infrastructure in the future. However, new development will increase waste arisings.	The delivery of other objectives which concern high quality design and promoting sustainability in particular will be required to help minimise the levels of waste produced and disposed of.
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities</b>	0	0	0	-	-	-	-	-

and the environment								
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**Objective 7: Green Belt** – Support the aims and purposes of Green Belt and seek to positively enhance its beneficial use, including increased opportunities to provide access, outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity and/or to improve damaged and derelict land.

SA Objective	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	0	0	0	-	-	-	This objective is unlikely to directly impact on the provision of decent and affordable homes as this depends on the implementation of policies which cover for example high quality design and type and mix of housing. This objective is however likely to restrict the quantity of new housing that can be built in locations such as Durham City and Chester-le-Street. However, supporting the green belt in these locations does not necessarily mean that overall housing need cannot be met in the County, although in some case it may mean that housing will be directed to sites with other constraints e.g. high landscape value.	-

<b>2. To promote strong, secure communities</b>	✓	✓	✓	Certain	County Durham's green belt	Direct  Potential for permanent effects	A protected Green Belt can have positive impacts upon communities in respect of for example providing opportunities for outdoor sport and recreation and associated community activities. This objective seeks to positively enhance the green belt's beneficial use in this regard. In order to improve the clarity of the objective it was previously suggested that examples of 'beneficial use' is provided which has since been added.	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	0	0	0	-	-	-	Minor positive compatibility identified. This objective seeks to positively enhance the green belt's beneficial use. In the NPPF this is described (Para 81) as relating to opportunities to provide access, to provide opportunities for outdoor sport and recreation, to enhance biodiversity etc, all of which contribute positively to lifelong learning.	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Certain	County Durham's green belt	Direct  Potential for permanent effects	Objective 7 will assist in protecting and enhancing open space for recreation and leisure purposes.	-
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	?	?	?	Uncertain	County Durham's green belt	Direct  Potential for permanent effects	In some instances supporting the aims and purposes of Green belt could restrict the development of sustainable sites on the edge of existing settlements which have good access to services, employment and sustainable travel options. However, likewise protecting the purposes of the green belt can also restrict development from taking place in locations which are not connected to existing settlements with poor access to services and facilities, including public transport services.	-

<b>6. To alleviate deprivation and poverty</b>	0	0	0	-	-	-	No clear link	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	0	0	0	-	-	-	No clear link	-
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Possible	County Durham's green belt	Direct  Potential for permanent effects	Whilst there is some uncertainty as to whether in all instances the protection of the green belt will decrease transport associated emissions, its protection will safeguard existing woodland and other areas of green infrastructure which act as a carbon sink.	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓	✓	✓	Certain	County Durham's green belt	Direct  Potential for permanent effects	The protection and enhancement of the green belt will assist in reducing the risk of flooding through the protection of existing vegetation which contributes to maintaining water absorption and reducing runoff.	-
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓✓	✓✓	✓✓	Certain	County Durham's green belt	Direct  Potential for permanent effects	The protection and enhancement of the Green Belt will contribute to the protection of biodiversity and geodiversity by maintaining open space for species to move and spread, as well as protecting high value natural habitats such as ancient woodland and local wildlife sites from urban development.	-
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Certain	County Durham's green belt	Direct  Potential for permanent effects	The protection and enhancement of the Green Belt will assist in enhancing and protecting landscape features and character within the county by maintaining open areas	-
<b>12. To protect and enhance cultural heritage</b>	✓✓	✓✓	✓✓	Possible	County Durham's green belt	Direct  Potential for	Supporting the aims and purposes of Green Belt is directly compatible with preserving the setting and special character of Durham City and the World Heritage Site.	-



and the historic environment						permanent effects		
13. To protect and improve air, water and soil resources	✓	✓	✓	Certain	County Durham's green belt	Direct  Potential for permanent effects	Whilst there is some uncertainty as to whether in all instances the protection of the green belt will decrease transport associated emissions to air, the objective is compatible with protecting mostly greenfield land from development and water sources such as the River Wear which run through the green belt.	-
14. To reduce waste and encourage the sustainable and efficient use of materials	0	0	0	-	-	-	No clear link	-
15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment	0	0	0	-	-	-	No clear link	-

**Objective 8: Effective Use of Land** – Make the most effective use of land, buildings and existing infrastructure, re-using land and buildings that have been previously developed, wherever possible, provided that land is not of high social, heritage or ecological value and taking into account any remediation of unstable and/or contaminated land.

SA Objective	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Re-using land and buildings is likely to contribute to housing provision and decrease the number of vacant properties.	-
2. To promote strong, secure communities	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	Effective renewal, especially community-led renewal, of existing buildings and land could have major benefits by promoting local democracy and engagement in community activities. Furthermore, effective renewal could enhance the liveability of communities by increasing the vibrancy of communities. Potential for the re-use of land and buildings to enhance the appearance of degraded area and enhance a sense of safety and security.	-
3. To improve education, training and life-long learning, and maintain a healthy labour market	0	0	0	-	-	-	No clear link	-
4. To reduce health inequalities and	✓	✓	✓	Certain	Countywide	Direct	Ensuring that land and buildings are only utilised where they are not of high social or environmental value is likely to contribute to	-

<b>promote healthy lifestyles</b>						Potential for permanent effects	protect existing opportunities for social interaction and recreation e.g. important green infrastructure or a community building which contribute to health and wellbeing.	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Re-using land and developing existing buildings often increases urban density by reducing urban sprawl and car dependent developments. Effective land use is generally able to take advantage of the existing infrastructure such as roads, public transit and public workplaces and help remove the need for lengthy commutes.	-
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Re-using land and buildings that have been previously developed can contribute positively towards local regeneration initiatives.	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	Re-using land and buildings that have been previously developed can contribute positively towards local regeneration initiatives and new business development which in turn can encourage further inward investment to the County.	-
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Effective land use helps curb greenhouse gas emissions by encouraging smart growth and re-using existing land and stock.	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Ensuring that the objective is caveated with the need to only re-use land where it is not of high social value will contribute towards safeguarding land which minimises flood risk.	-
<b>10. To protect and enhance</b>	✓	✓	✓	Certain	Countywide	Direct	Reusing existing land and buildings would conserve other green spaces which would otherwise be used for development. Ensuring	-

<b>biodiversity and geodiversity</b>						Potential for permanent effects	that the objective is caveated with the need to only re-use land where it is not of high social or ecological value will contribute towards safeguarding land of high ecological value.	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	Carefully considered reuse of existing stock could have major benefits for protecting and improving the quality and character of landscape and townscape. Buildings of poorer quality or those in need of regeneration could be improved and restored through good quality design giving them a 'new lease of life'. Development of existing sites would help reduce the potential for sprawling towns by concentrating development to the existing urban core. Improving unused existing land could reduce littering and fly tipping.	-
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	Making the most effective use of buildings and land is likely to promote investment and development into previously unused heritage assets. This investment would play an important role in maintaining and enhancing the character, appearance and setting of heritage assets. Redevelopment of existing heritage buildings could help realise their economic potential and allow them to become sustainable in their own right.	-
<b>13. To protect and improve air, water and soil resources</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	Reusing previously developed land will minimise the loss of greenfield land to development and will also contribute to the remediation of contaminated land. The remediation of land can contribute in turn to improving water quality.	-
<b>14. To reduce waste and encourage the sustainable and</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for	Objective 8 would have a major positive impact by promoting the maintenance and reuse of existing stock and land. If sensitive	-

<b>efficient use of materials</b>						permanent effects	design and adaption is considered, material resources could be sustainably recycled.	
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	Objective 8 would have a major positive impact by promoting the maintenance and reuse of existing stock and land, thereby minimising the need for primary aggregate use and extraction.	-

**Objective 9: Natural Environment** – Protect, enhance, maintain and manage the county’s locally, nationally and internationally important natural environment, including through securing net gains, protecting connectivity and recognising the wider benefits from natural capital.

SA Objective	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	0	0	0	-	-	-	Whilst this objective may restrict the location of new housing development it is unlikely to prevent housing need from being met.	-
2. To promote strong, secure communities	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	A well-managed natural environment can have positive impacts upon communities, supporting community activities, mutual understanding and enjoyment of biodiversity and nature. Green spaces can encourage a sense of community and enhance a sense of safety.	-
3. To improve education, training and life-long learning, and maintain a healthy labour market	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	A protected and well managed natural environment may have lifelong learning effects and can help raise educational aspirations through the opportunities to learn from nature.	-
4. To reduce health inequalities and	✓	✓	✓	Certain	Countywide	Direct  Potential for	This objective will contribute to ensuring green infrastructure is embedded into development and that existing GI is protected and enhanced. This will assist in providing good	-

<b>promote healthy lifestyles</b>						permanent effects	quality open space for recreation and healthy lifestyles. Enhancement and protection of the natural environment will also have positive mental health effects.	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	A protected, enhanced and well managed natural environment can contribute to walking and cycling activity. The protection of national and internationally important natural environment will also contribute towards restricting major development in more rural parts of the County such as upper Teesdale/weardale, thereby directing new development to locations to places which have better access to services including sustainable transport services.	-
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	The enhancement of the natural environment may contribute towards regeneration activities.	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Ensuring the natural environment is protected and enhanced is likely to produce economic benefits through an increase in visitor numbers attracted to the county. The ecosystem services protected and enhanced by this objective also contribute to sustaining the wider economy through pollution breakdown, health and wellbeing benefits and the provision of food which would otherwise be more costly to provide through the market.	-
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	The protection and enhancement of the natural environment will directly contribute to the protection and enhancement of carbon sinks, such as woodland and peatland. Therefore, achieving this objective is compatible with reducing the causes of climate change.	-

<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	The protection and enhancement of the natural environment will assist in reducing the risk of flooding by increasing water absorption and reducing runoff with better vegetation cover. It will help cope with climate extremes by providing wind protection and shade from heat and a better connected natural network will allow for species and habitat adaptation/movement.	-
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	The protection and enhancement of the natural environment is directly compatible with the protection and enhancement of biodiversity and geodiversity. Delivery against the objective should contribute towards achieving net gains.	-
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	The protection and enhancement of the natural environment is compatible with the protection and enhancement of landscape character and quality including national designations and definitions such as the North Pennines Area of outstanding Natural Beauty and the Heritage Coast.	-
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓	✓	✓	Certain	Countywide	Indirect  Potential for permanent effects	The protection and enhancement of the natural environment will contribute indirectly to the setting of the historic environment and to the protection of earthworks.	-
<b>13. To protect and improve air, water and soil resources</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	By protecting, enhancing and managing the natural environment, this objective will also enhance air quality, water and soil resources. This is because improved vegetation cover can help filter water and air and protects soil from erosion etc.	-
<b>14. To reduce waste and encourage the sustainable and</b>	0	0	0	-	-	-	No clear link	-



efficient use of materials								
15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment	0	0	0	-	-	-	No clear link	-

**Objective 10: Built and Historic Environment** – Protect and enhance the significance of County Durham’s locally, nationally and internationally important built and historic environment, including its wide range of buildings, sites, archaeology, parks and gardens and other heritage assets.

SA Objective	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	Whilst this objective may restrict the location of new housing development it is unlikely to prevent overall housing need from being met. The protection and enhancement of the built and historic environment can also contribute towards the provision of housing and decrease the number of vacant properties.	-

<b>2. To promote strong, secure communities</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	Delivery against this objective could improve cultural awareness amongst communities and help to promote a sense of community identity.	-
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	The protection and enhancement of the historic environment can help to promote lifelong learning. The protection may also increase opportunities for educational provision linked to the historic environment.	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	The protection and enhancement of for example registered parks and gardens will directly contribute towards safeguarding recreational amenity which benefits health and wellbeing.	-
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	0	0	0	-	-	-	No clear link	-
<b>6. To alleviate deprivation and poverty</b>	0	0	0	-	-	-	No clear link	-

<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	The built and historic environment contributes significantly to County Durham's visitor economy and provides employment, therefore its enhancement will help to realise the economic potential of these assets.	-
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Certain	Countywide	Indirect  Potential for permanent effects	This objective will indirectly contribute to reducing the causes of climate change through the protection of parks and gardens which contribute to carbon sequestration and through bringing assets back into active use reducing the need for new development and associated emissions. Whilst this objective may restrict more conventional energy saving and renewable energy measures from being retrofitted to historic buildings high levels of energy performance can still be attained by utilising other non-obtrusive measures e.g. secondary glazing as opposed to modern double glazing	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	0	0	0	-	-	-	No clear link	-
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓	✓	✓	Certain	Countywide	Indirect  Potential for permanent effects	Heritage assets often play a vital role in the protection of species and habitats. There is, for example, a large population of resident bat species within Durham Cathedral. This is likely to be replicated throughout the county. The protection of these sites is likely therefore to indirectly protect a variety of habitats and species.	-
<b>11. To protect and enhance the quality and character of</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for	Protecting and enhancing the built and historic environment will directly contribute to local landscape character and quality where it plays a role in the setting of assets and types of	-

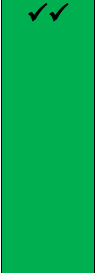
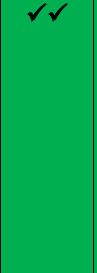

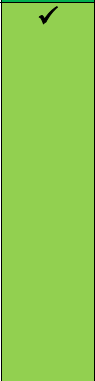
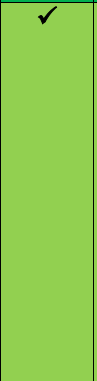

landscape and townscape						permanent effects	materials used to replicate for example traditional building forms in new development.	
12. To protect and enhance cultural heritage and the historic environment	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	The objective is directly compatible with this SA objective	-
13. To protect and improve air, water and soil resources	0	0	0	-	-	-	No clear link	-
14. To reduce waste and encourage the sustainable and efficient use of materials	✓	✓	✓	Possible	Countywide	Indirect  Potential for permanent effects	Potential for positive effects where buildings are brought back into active use which could minimise resource use and waste associated with the construction of new dwellings for example	-
15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment	✓	✓	✓	Possible	Countywide	Indirect  Potential for permanent effects	Potential for positive effects where buildings are brought back into active use which could minimise extraction and use of mineral resources.	-

**Objective 11: Well Designed Places** – Ensure the creation of high quality places that reflect local distinctiveness, promote sustainability, support the transition to a low carbon future and achieves safe and secure communities.

SA Objective	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	The objective will assist in improving energy efficiency and reducing fuel poverty through high quality design and innovation. It will also improve the quality of the homes in the county and so increase the available number considered 'decent'.	-
<b>2. To promote strong, secure communities</b>	✓✓	✓✓	✓✓	Possible	Countywide	Direct  Potential for permanent effects	The design of new development can have a significant impact upon communities. Design that takes into account local distinctiveness, Green Infrastructure and existing communities are more likely to secure strong and safe communities. It can also reduce the adverse impacts of traffic through screening and appropriate location of access routes and encourage community engagement with communal open spaces that are safe and secure.	-
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	0	0	0	-	-	-	No clear link	-

4. To reduce health inequalities and promote healthy lifestyles	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	Well-designed places are likely to impact positively on health and wellbeing through for example thermal comfort levels, daylight, incorporation of green infrastructure and ensuring a layout which provides good accessibility and connectivity by walking and cycling.	-
5. To reduce the need to travel and promote use of sustainable transport options	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Accessibility to public transport and walking and cycling routes are integral to well designed.	-
6. To alleviate deprivation and poverty	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	Well-designed homes can have a significant positive impact upon deprivation, helping to regenerate areas and helping to improve physical access to jobs. Increased energy efficiency can help to reduce fuel poverty and make homes more affordable for those on lower incomes.	-
7. To develop a sustainable and diverse economy with high levels of employment	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	Well-designed places can encourage growth in new, clean and innovative technologies. Good design may include elements of live/work units helping to encourage business development.	-
8. To reduce the causes of climate change	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	Well-designed and innovative buildings will assist in reducing the demand for energy through increased energy efficiency, solar optimisation and promotion of low carbon and renewable technologies. In addition, development that promotes sustainability is more likely to ensure good accessibility and connectivity by walking, cycling and public transport modes, reducing transport related emissions. As a result of SA the objective now also refers to <b>low carbon development</b> i.e.	-

							'support the transition to a low carbon future' as a key element of well designed places.	
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	Well-designed and innovative buildings are more likely to cope with climate extremes, as they will have been built to take into account surface water run-off, heat and wind issues and include solar optimisation and shading. Having large areas of open space and GI will help to regulate temperatures	-
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓	✓	✓	Certain	Countywide	Indirect  Potential for permanent effects	Well-designed places can positively contribute to biodiversity if they includes green infrastructure, native species and other features of buildings are sensitive to wildlife e.g. through lighting schemes. As a result of previous SA undertaken, the objective now specifically refers to <b>green infrastructure</b> .	-
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	Well designed places that reflects local distinctiveness is compatible with protecting and enhancing landscape and townscape character	-
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	Well designed places that reflects local distinctiveness is compatible with protecting and enhancing the historic environment.	-
<b>13. To protect and improve air, water and soil resources</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Well designed places that promote sustainability will reduce water used within the development and improve air quality through provision of green infrastructure and ensuring good accessibility and connectivity by walking, cycling and public transport.	-

<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>				Certain	Countywide	Direct Potential for permanent effects	Well designed places that promote sustainability will also take into account the sensitive adaptation of buildings, the reduction of waste and promotion of recycled/ reused materials within the development and the ability of end users to easily and efficiently recycle their waste.	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>				Certain	Countywide	Indirect Potential for permanent effects	Linked to the above, well designed places that promote sustainability are more likely to make use of secondary aggregates in new development thereby minimising use and primary extraction of mineral resources.	-



**Objective 12: Raising Aspirations** – Encourage greater prosperity by supporting education, training and research establishments that help to raise the aspirations, participation and attainment of young people, re-engage adults with work and lifelong learning and develop workforce skills.

SA Objective	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	0	0	0	-	-	-	No clear link	-
2. To promote strong, secure communities	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	There is a growing body of studies that show that there is a causal link between education and crime. <sup>4</sup> Therefore, this objective could contribute positively to deterring crime and promoting strong communities.	-
3. To improve education, training and life-long learning, and maintain a healthy labour market	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	The objective is directly compatible with this sustainability objective.	-

<sup>4</sup> Machin, S. Marie, O. and Vujic, S (2011) The Crime Reducing Effect of Education, The Economic Journal, 121 (May) 463-484

<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Raising aspirations and reengaging adults with work is likely to have a positive effect on both mental and physical wellbeing.	-
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	0	0	0	-	-	-	No clear link	-
<b>6. To alleviate deprivation and poverty</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	Education and training will have a very positive impact in alleviating poverty and deprivation through higher incomes made possible by improving the skill base of residents. Areas suffering from deprivation will benefit specifically as these are the areas where most improvements are possible for education and adult learning participation.	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	Improvement in education and training for both young people and adults will increase the skills base of the workforce, helping to encourage economic growth through the use of local labour, goods and services, especially in the medium and longer term. Delivery against this objective may increase the number of and uptake of higher skilled occupations.	-
<b>8. To reduce the causes of climate change</b>	0	0	0	-	-	-	No clear link	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	0	0	0	-	-	-	No clear link	-

<b>10. To protect and enhance biodiversity and geodiversity</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No clear link	-
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No clear link	-
<b>12. To protect and enhance cultural heritage and the historic environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No clear link	-
<b>13. To protect and improve air, water and soil resources</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No clear link	-
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No clear link	-
<b>15. To improve the sustainability of minerals extraction and use and reduce</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No clear link	-

adverse impacts on communities and the environment								
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**Objective 13: Tackling Deprivation and Inequalities** – Ensure that the regeneration needs of County Durham’s communities are met in order to reduce deprivation, improve health and address social, economic and environmental inequalities.

SA Objective	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	This objective aims to ensure regeneration needs are met, part of which is through the provision of housing, including affordable homes. Tackling deprivation and inequalities will also ensure that more people have the means to afford a decent home.	-
2. To promote strong, secure communities	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	Regeneration initiative will inevitably assist in creating sustainable communities, as long as they are done with the existing community central to the plans. Tackling deprivation and inequalities and ensuring that regeneration needs are met will also help to prevent and deter crime/	-

<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	This objective aims to reduce social, economic and environmental inequalities, part of which includes addressing inequalities in educational attainment and participation.	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	This objective aims to reduce social, economic and environmental inequalities, part of which includes addressing inequalities in health and wellbeing.	-
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	×	×	×	Possible	Countywide	Indirect  Potential for permanent effects	Conflict: reducing deprivation and inequalities could indirectly increase car ownership and use and thus increase emissions and congestion.	Ensure that sustainable transport modes are widely supported, promoted and where possible enhanced as part of regeneration schemes
<b>6. To alleviate deprivation and poverty</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	The objective is directly compatible with this sustainability objective.	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	Ensuring that regeneration needs are met is likely to contribute to business growth, encourage young people to stay in the area as they see better prospects and will improve the resilience of the economy.	-
<b>8. To reduce the causes of climate change</b>	?	?	?	Uncertain	Countywide	Direct  Potential for permanent effects	Meeting regeneration needs will help create more sustainable communities, helping to improve housing decency and efficiency. However, reducing deprivation and inequalities could also increase car ownership and use, and thus increase transport related emissions	Ensure that sustainable transport modes are widely supported, promoted and where possible enhanced as part of regeneration schemes

<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	0	0	0	-	-	-	No clear link	-
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓	✓	✓	Possible	Countywide	Direct Potential for permanent effects	Opportunities exist to enhance biodiversity as part of regeneration schemes. For example, incorporation of woodland planting on former wasteland.	-
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct Potential for permanent effects	The objective is likely to support regeneration activities which will enhance degraded environments and existing townscape.	-
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓	✓	✓	Possible	Countywide	Direct Potential for permanent effects	Opportunities exist to enhance heritage as part of regeneration schemes. For example, bringing disused buildings back into active use.	-
<b>13. To protect and improve air, water and soil resources</b>	✓	✓	✓	Possible	Countywide	Direct Potential for permanent effects	There may be opportunities to remediate contaminated land as part of regeneration initiatives.	-
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	0	0	0	-	-	-	No clear link	-

<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No clear link	-

**Objective 14: Quality of Life** – Safeguard, enhance and provide a wide range of educational, social, sporting, health, recreational and cultural facilities including Green Infrastructure and natural capital, and seek to address pollution issues to contribute to the quality of life, satisfaction and health and wellbeing of people who live, work within and visit County Durham, including addressing the needs of those with physical and mental disabilities.

SA Objective	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No clear link	-

<b>2. To promote strong, secure communities</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	The objective aims to safeguard and enhance a wide range of facilities which contribute to strong and cohesive communities.	-
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	The objective aims to safeguard and enhance educational and other social facilities, promoting lifelong learning and raising educational aspirations.	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	The objective aims to safeguard and enhance health, recreational and other social facilities which all can have a positive impact upon healthy lifestyles. Addressing pollution issues for example air pollution issues will also contribute positively to health and wellbeing and addressing the needs of those with disabilities will contribute to reducing health inequalities. As a result of previous SA the objective has been amended to recognise that pollution issues not only need to be addressed but avoided in the first instance.	-
<b>5. To reduce the need to travel and promote use of sustainable</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for	Safeguarding of existing facilities is likely to minimise distances travelled compared to accessing alternative facilities.	-



<b>transport options</b>						permanent effects		
<b>6. To alleviate deprivation and poverty</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	Enhancement of facilities could decrease deprivation and poverty, through improved access to educational and health facilities.	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Certain	Countywide	Indirect  Potential for permanent effects	Safeguarding and enhancing social facilities will safeguard and possibly increase employment opportunities linked to such. Addressing pollution issue may also contribute to the attractiveness of the County as place to work and invest in.	-
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Safeguarding and enhancing green infrastructure will contribute to the sequestration of carbon.	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Safeguarding and enhancing green infrastructure will contribute to minimising flood risk through water attenuation.	-
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Safeguarding and enhancing green infrastructure will contribute to protecting and enhancing associated biodiversity.	-
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Safeguarding and enhancing green infrastructure will contribute to protecting and enhancing landscape and townscape character.	-

<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Positive impacts are likely through the safeguarding and enhancement of cultural facilities.	-
<b>13. To protect and improve air, water and soil resources</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	The aim of the objective to address pollution issues is likely to contribute to improving air, water and soil quality. As a result of previous SA the objective has been amended to recognise that pollution issues not only need to be addressed but avoided in the first instance.	-
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	0	0	0	-	-	-	No clear link	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	0	0	0	-	-	-	No clear link	-

**Objective 15: Visitor Economy** – Strengthen County Durham’s role as a visitor / tourist destination through supporting and enhancing existing attractions, visitor accommodation, townscapes, landscapes and the historic and natural environment.

SA Objective	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	×	×	×	Possible	Countywide	Direct  Potential for permanent effects	Conflict: potential for negative effects if a second homes market develops as part of enhancing County Durham's role as a visitor/tourist destination. This has the potential to reduce provision for residents and affect affordability.	In the event that 2 <sup>nd</sup> home ownership starts to become an issue in parts of the County, restrictions may need to be introduced through County Durham Plan or Neighbourhood Plan policy.
<b>2. To promote strong, secure communities</b>	✓/×	✓/×	✓/×	Possible	Countywide	Direct  Potential for permanent effects	Supporting and enhancing exiting attractions, accommodation, townscapes and landscapes may contribute towards enhancing a sense of safety and security. However, enhancing County Durham's role as a visitor/tourist attraction may increase traffic levels and have an adverse impact upon communities, particularly on communities situated on key routes to honeypot sites.	The promotion of and enhancement of sustainable travel modes and services which highlight how visitors can get to key attractions and how they can get around in the County more generally will be key.
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Positive effects are likely through lifelong learning opportunities generated by adding to and improving attractions, townscapes, landscape and the historic environment.	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	The enhancement of landscapes and the historic and natural environment is likely to encourage access to such and use for leisure purposes.	-

5. To reduce the need to travel and promote use of sustainable transport options	✗	✗	✗	Certain	Countywide	Direct  Potential for permanent effects	Conflict: Durham City has excellent transport links and as such is easily accessible by a variety of sustainable transport options. Access to the Heritage Coast is more limited and the Durham Dales is only accessible by private car for the majority of people. Accessibility in other parts of the county varies and an improved visitor economy is likely to generate more trips from within and outside the county. This is likely to increase car use unless development is accompanied by appropriate investment in public transport, cycle ways and walking infrastructure.	The promotion of and enhancement of sustainable travel modes and services which highlight how visitors can get to key attractions and how they can get around in the County more generally will be key.
6. To alleviate deprivation and poverty	✓	✓	✓	Possible	Countywide	Indirect  Potential for permanent effects	The enhancement of existing attractions may increase local employment opportunities and contribute to local regeneration initiatives. Enhancing townscapes and landscapes may also contribute towards improving the appearance of degraded areas.	-
7. To develop a sustainable and diverse economy with high levels of employment	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	Enhancement of existing visitor attractions and accommodation could create new employment opportunities. Enhancement of the historic and natural environment will help to realise the economic potential of these assets. A healthy visitor economy will also improve the diversity and resilience of the economy by drawing on broader income sources and by increasing spend in the County more generally	-
8. To reduce the causes of climate change	✗	✗	✗	Certain	Countywide	Direct  Potential for permanent effects	Conflict: Increasing visitors from within the County and from outside has the potential to increase emissions from transport. The development associated with enhancing existing visitor attractions and accommodation may also increase greenhouse gas emissions. Impacts could be mitigated with appropriate design of attractions and investment in sustainable transport infrastructure and renewables.	The promotion of and enhancement of sustainable travel modes and services which highlight how visitors can get to key attractions and how they can get around in the County more generally will be key.

								Delivery against the high quality design objective will be key to minimising carbon emissions associated with any attractions or accommodation.
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	?	?	?	Uncertain	Countywide	Direct and indirect effects  Potential for permanent effects	Enhancing the natural environment in order to improve the visitor economy may indirectly enhance surface water run off rates and flood water storage capabilities. However, the enhancement of visitor attractions and accommodation may also increase levels of hardstanding which can contribute towards increased flood risk.	Delivery against objectives which consider sustainable urban drainage systems and an integrated approach to water management will be key.
<b>10. To protect and enhance biodiversity and geodiversity</b>	xx	xx	xx	Possible	Countywide	Direct  Potential for permanent effects	Conflict: Whilst the objective aims to enhance the natural environment and is likely to increase understanding of biodiversity, increased promotion and associated visitor levels to the Durham Dales and to the Heritage coast in particular is likely to have adverse impacts upon biodiversity. Large parts of the Heritage Coast and Durham Dales are internationally designated and increased visitors are likely to have an impact through increased nitrogen deposition (as a result of traffic), habitat or species disturbance and destruction through trampling. Appropriate management practices such as wardening and infrastructure such as fencing and public footpaths would contribute to mitigating impacts from increased visitor numbers.	Contributions towards appropriate access management measures are likely to be require.
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Objective aims to enhance existing facilities and landscapes, therefore the objectives is compatible with this sustainability objective.	-

<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	A strengthened visitor economy and enhanced historic environment is likely to increase access to heritage assets, increase contributions towards their upkeep and generally ensure that heritage assets are invested in and protected.	-
<b>13. To protect and improve air, water and soil resources</b>	×	×	×	Possible	Countywide	Direct  Potential for permanent effects	Conflict: Increased visitors and their cars could contribute towards a deterioration in local air quality.	-
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	×	×	×	Possible	Countywide	Direct (residual effect)  Potential for permanent effects	Conflict: More visitors to the County will inevitably increase levels of waste and waste management requirements.	N/A - This is a residual effect
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	0	0	0	-	-	-	No clear link	-

**Objective 16: Adaptation to Climate Change** – Adapt to the impacts of climate change and extreme weather conditions by promoting appropriate sustainable urban drainage systems (SUDs) in new developments, promoting sustainable land management and conservation including protecting habitats such as woodland and peatland, ensuring that new development is located away from areas of flood risk with an

integrated approach to water management across all areas and encouraging appropriate building design and through the restoration of minerals and waste sites.

SA Objective	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Compatible with ensuring that new housing is situated in deliverable locations.	-
2. To promote strong, secure communities	✓	✓	✓	Certain	Countywide	Indirect  Potential for permanent effects	Ensuring development is located away from flood risk and is resilient to climate extremes will contribute to enhancing a sense of safety and security.	-
3. To improve education, training and life-long learning, and maintain a healthy labour market	0	0	0	-	-	-	No clear link	-
4. To reduce health inequalities and	✓	✓	✓	Certain	Countywide	Indirect  Potential for	This objective should ensure green infrastructure is embedded into development and this will assist in providing good quality open space for recreation and healthy	-

promote healthy lifestyles						permanent effects	lifestyles. GI will also assist in providing shade which will help to reduce health risks associated with increased sun exposure.	
5. To reduce the need to travel and promote use of sustainable transport options	0	0	0	-	-	-	No clear link	-
6. To alleviate deprivation and poverty	0	0	0	Minor positive effect likely	Countywide	Indirect  Potential for permanent effects	No direct impacts are likely. Appropriate and resilient development will help to keep repair and insurance costs down for residents. This will particularly benefit the poorest groups, who are least likely to have the means to adapt to climate change.	-
7. To develop a sustainable and diverse economy with high levels of employment	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Ensuring that new development is resilient to climate extremes will help business cope with the impacts of such events, especially in the long run. Ensuring development is resilient will help to attract business to the county, especially if weather extremes are more of an issue in other locations. As a result of SA the objective now also refers to <b>infrastructure</b> being of of an appropriate design.	-
8. To reduce the causes of climate change	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Objective is compatible with protecting existing carbon sinks such as woodland and peatland.	-
9. To respond and enable adaptation to the inevitable impacts of climate change	✓✓	✓✓	✓✓	Certain	Countywide	Direct Potential for permanent effects	The objective is directly compatible with the SA objective	-
10. To protect and enhance	✓✓	✓✓	✓✓	Certain	Countywide	Direct	The promotion of SuDS can contribute positively to biodiversity where ponds and	-



<b>biodiversity and geodiversity</b>						Potential for permanent effects	swales are created. The objective is also compatible in respect of the protection of existing woodland and peatland. Large areas of peatland tend to occur in the North Pennine Moor SAC, a Natura 2000 site.	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	The promotion of SuDS can contribute positively to landscape and townscape quality where natural features such as ponds and swales are created. The objective is also compatible in respect of the protection of existing woodland and peatland. Large areas of peatland tend to occur in the North Pennines Area of Outstanding Natural Beauty	-
<b>12. To protect and enhance cultural heritage and the historic environment</b>	0	0	0	-	-	-	No clear link	-
<b>13. To protect and improve air, water and soil resources</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	The promotion of SuDS and protection of woodland and peatland will contribute positively to air, water and soil quality. Ensuring that development is located away from areas of flood risk will ensure that existing hydro morphology function is not affected and an integrated approach to water management may enhance existing water quality through for example the filtration of pollutants through reed beds before entering watercourses.	-
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	✓	✓	✓	Certain	Countywide	Indirect  Potential for permanent effects	The appropriate location and design of development to be resilient to climate change will reduce waste and encourage the sustainable and efficient use of materials by avoiding damage, future refurbishments (to cope with worsening extremes) and repair materials. As a result of SA the objective now	-

							also refers to <b>infrastructure</b> being of an appropriate design.	
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	✓	✓	✓	Certain	Countywide	Indirect  Potential for permanent effects	As above, ensuring that buildings and infrastructure are appropriately designed to be resilient to future climate change will minimise the need for repair or replacement and associated use of mineral resources.	-

**Objective 17: Low Carbon** – Reduce the causes of climate change and support the transition to a low carbon economy by encouraging and enabling the use of low and zero carbon technologies, supporting the development of appropriate renewable energy sources and sustainable and active transport.

SA Objective	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Directly compatible through improved energy efficiency of housing that has renewable and low carbon energy technologies embedded into the development, all of which contribute towards reducing fuel poverty.	-

<b>2. To promote strong, secure communities</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	The objective aims to ensure the county moves to a low carbon economy by promoting the use of low and zero carbon technologies and appropriate renewable energy sources. Ensuring that such sources are appropriate will avoid conflict with communities and renewable and low carbon technologies can have a positive impact upon communities, providing opportunity to invest in community owned schemes. Encouraging sustainable and active modes of transport should also reduce the adverse impacts of traffic on communities. Whilst certain renewable developments could have negative impacts on communities and so it is important that design and location are appropriate.	-
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Certain	Countywide	Indirect  Potential for permanent effects	Positive effects through lifelong learning, education and training opportunities provided by low carbon and renewable energy schemes.	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Supporting active modes of travel as part of this objective is compatible with healthy lifestyle objectives.	-
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	Supporting sustainable and active travel as part of this objective is directly compatible with this sustainability objective.	-
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Possible	Countywide	Direct	Renewable energy and low carbon technologies can help fund local regeneration initiatives and benefit communities suffering	-

						Potential for permanent effects	from deprivation. The provision of individual or community scale technologies can help to improve economic conditions by reducing fuel costs. Supporting active travel and sustainable transport will also be of benefit to those who do not have access to a car	
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	Renewable energy and low carbon technologies can help to create new business opportunities, promote business expansion, encourage clean technologies to locate and help improve the diversity/ resilience of the economy.	
<b>8. To reduce the causes of climate change</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	Encouraging and enabling the use of low carbon / zero carbon technologies, renewables and sustainable and active transport all contribute to reducing greenhouse gas emissions.	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	0	0	0	-	-	-	No clear link	-
<b>10. To protect and enhance biodiversity and geodiversity</b>	?	?	?	Uncertain	Countywide	Indirect  Potential for permanent effects	Whilst renewable and low carbon technologies may replace dirtier fuels like coal and oil which can impact on biodiversity through deposition, the objective could encourage the growing of monocultures for biomass or changes to beneficial woodland management practices which may impact on diversity.	Delivery against other objectives concerning the protection and enhancement of biodiversity will be required.
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	0	0	0	-	-	-	Whilst renewable energy sources if inappropriately located can harm existing landscape and townscape character, this objective aims to support the development of appropriate renewable energy sources only. Therefore potential conflict with this sustainability objective can be avoided.	-

<b>12. To protect and enhance cultural heritage and the historic environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	Whilst renewable energy sources if inappropriately located can harm the historic environment and affect the significance of assets and their setting, this objective aims to support the development of appropriate renewable energy sources only. Therefore potential conflict with this sustainability objective can be avoided.	-
<b>13. To protect and improve air, water and soil resources</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Technologies could help to improve air quality by reducing the proportion of petrol/ diesel cars on the road in favour of electric cars. Technologies could also replace oil, coal or LPG helping to reduce emissions of particulate matter to air. Impacts on soil and water resources are likely to be minimal.	-
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	The use of such technologies will assist in reducing the use of non-renewable resources.	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No clear link	-

**Objective 18: Sustainable Transport** – Ensure that all new development can be easily and safely accessed by all members of the community by, wherever possible, sustainable forms of transport to reduce the impact of traffic on congestion, air quality and the environment.

SA Objective	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation
	S	M	L				
1. To provide everybody with the opportunity to live in a decent and affordable home	0	0	0	-	-	-	No clear link
2. To promote strong, secure communities	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	<p>This objective is compatible with reducing the adverse impacts of traffic on communities and upon community safety. To improve clarity, the objective should reference '<b>communities</b>' in addition to congestion, air quality and the environment.</p> <p>However, as drafted this objective only addresses one aspect of sustainable travel i.e. the accessibility of new development and does not cover the accessibility of new development to existing development, services and facilities which can reduce and avoid the need to travel in the first place and associated impacts to communities. Whilst this is covered in part by Plan Objective 2 Sustainable Communities, it is suggested that in order to fully define what sustainable transport is the objective could possibly be reworded as follows:</p> <p><b>Ensure that new development can be easily and safely accessed by all and by all modes of transport and wherever possible, contributes to reducing the need to travel and is served by sustainable and integrated transportation modes and associated infrastructure, thereby reducing the impact of traffic and congestion on air quality, the wider environment, businesses and the economy, communities and health.</b></p>

<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	<p>Reduced levels of traffic and the availability of sustainable forms of transport can improve access to educational establishments. However, as stated against SA objective 1, the objective should also refer to development's contribution to reducing the need to travel in the first instance which will help to foster good access to education and training opportunities.</p>
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	<p>Compatibility between the Plan objective and this SA objective is predicted as ensuring that new development can be easily and safely accessed by all members of the community will take into account the needs of those with mobility or mental health issues e.g. dementia aware development. Ensuring safe access will also help to avoid, for example road traffic accidents and any resulting short or long term limiting health conditions. In addition, ensuring new development can be accessed by sustainable forms of transport may help to increase levels of active travel and associated physical activity. Reduced levels of traffic and congestion may also improve ease of access to healthcare and leisure facilities and improve air quality in County Durham which can contribute to respiratory problems.</p> <p>However, as stated against SA objective 1, the objective should also refer to development's contribution to reducing the need to travel in the first instance which will also help to foster good access to healthcare and leisure facilities.</p>
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	<p>Compatibility between the objectives is predicted as the Plan objective seeks to ensure that new development is served by sustainable forms of transport. However, whilst covered in part by Plan Objective 2 Sustainable Communities, in order to full encapsulate what is meant by sustainable transport the objective should also address reducing the need to travel in the first instance. The</p>

							objective should also recognise that the integration and interchangeability of different modes of travel is a key aspect to promoting the use of sustainable forms of transportation and that the necessary infrastructure should also be in place to serve new development such as for example, electric vehicle charging points. Ensuring the objective covers these aspects will improve the compatibility between the Plan and this SA objective.
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	As the Plan Objective seeks to ensure that new development is served by sustainable forms of transport it will aid the movement of those who do not own a car.
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Reduced volumes of traffic and congestion have positive economic links as reduced journey times can: <sup>5</sup> <ul style="list-style-type: none"> <li>) Increase productivity and output</li> <li>) Attract and retain highly skilled workers</li> <li>) Benefit businesses through a larger labour pool, reduced transport costs and improved connectivity</li> <li>) Improve access to supply chains</li> <li>) Increase land values which in turn can support inward investment and regeneration.</li> </ul> For the purposes of clarity, the positive correlation between reduced congestion and the economy should be reflected in the objective.
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Ensuring new development is served by sustainable forms of transport will contribute towards reducing greenhouse gas emissions. However, as stated against SA objective 5, the compatibility of effects could be strengthened by also ensuring that the objective refers to reducing the need to travel in the first instance.
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	0	0	0	-	-	-	No clear link

<sup>5</sup> Transport for the North (TfN) (2018) Strategic Transport Plan: Draft for public consultation



<b>10. To protect and enhance biodiversity and geodiversity</b>	✓	✓	✓	Possible	Countywide	Indirect  Potential for permanent effects	Reduced levels of traffic and congestion as a result of sustainable forms of transport can help to reduce disturbance and road fatalities of species such as badger and hedgehog and may also help to limit the need for new highways infrastructure which can adversely impact upon wildlife and habitats. Lower levels of transport related emissions will also benefit receiving habitats which are sensitive to atmospheric pollution.
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Possible	Countywide	Indirect  Potential for permanent effects	Reduced levels of traffic and congestion as a result of sustainable forms of transport can improve perceptions of landscape and townscape character and quality and may limit the need for new highways infrastructure which can adversely impact upon landscape quality.
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓	✓	✓	Possible	Countywide	Indirect  Potential for permanent effects	Reduced levels of traffic and congestion as a result of sustainable forms of transport will minimise the associated impact of such on the historic environment and its character and appearance e.g. Conservation Areas. In addition, the need for new highways infrastructure which can adversely impact upon heritage assets may be limited.
<b>13. To protect and improve air, water and soil resources</b>	✓	✓	✓	Certain	Countywide	Direct and Indirect  Potential for permanent effects	The Plan objective is directly compatible with protecting and improving air quality as it aims to reduce traffic and congestion which is often one of the main contributors to poor air quality. As discussed against other SA objectives, compatibility could be enhanced by ensuring that the objective also aims to reduce the need to travel in the first instance. There is indirect compatibility with the need to protect water and soil resources as the implementation of the objective may limit the need for new highways infrastructure which can adversely affect water resources and result in the loss of greenfield and best and most versatile agricultural land.
<b>14. To reduce waste and encourage the sustainable and</b>	✓	✓	✓	Certain	Countywide	Indirect	The implementation of the objective, through encouraging sustainable forms of transport, may limit the need for new highways infrastructure and associated use of resources and waste

efficient use of materials						Potential for permanent effects	
15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment	✓	✓	✓	Certain	Countywide	Indirect  Potential for permanent effects	Commentary is as for SA objective 14

**Objective 19: Natural Resources** – Protect and enhance air, water and soil quality and encourage the efficient and sustainable use of the county’s resources, particularly energy, water, soils, best and most versatile agricultural land, timber, minerals and waste including through the development of a diverse and thriving local food system.

SA Objective	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	An objective that supports the efficient use of energy is likely to contribute to the promotion of energy efficiency measures in housing which can contribute towards reducing fuel poverty.	-

<b>2. To promote strong, secure communities</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No clear link	-
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No clear link	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Good air, water and soil quality supports good health and wellbeing.	-
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No clear link	-
<b>6. To alleviate deprivation and poverty</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No clear link	-

<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	The efficient and effective use of the county's natural resources is essential for the ongoing and long term viability of the county's economy. Utilising those resources in a sensitive way, in particular water, energy resources, soils and minerals can promote growth in key economic sectors and improve resilience through diversification.	-
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Ensuring the efficient and environmentally acceptable use of natural resources will avoid over-exploitation, intensive use and associated emissions. Making efficient use of energy will also minimise emissions and is likely to support the use of low carbon and renewable energy sources.	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	0	0	0	-	-	-	No clear link	-
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	Whilst any form of resource use has the potential to adversely affect biodiversity, this objective has been re-worded to encourage the sustainable use of resources which is likely to be compatible with the need to protect areas of high biodiversity and geodiversity value.	-
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	Whilst any form of resource use has the potential to adversely affect landscape and townscape quality, this objective has been re-worded to encourage the sustainable use of resources which is likely to be compatible with the need to protect areas of high landscape value.	-
<b>12. To protect and enhance cultural heritage</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for	Making efficient use of resources will contribute to ensuring a continued future supply of materials required to repair and restore heritage assets e.g. relic stone supply.	-

and the historic environment						permanent effects	Ensuring the sustainable use of resources is also likely to encourage the protection of heritage assets from potentially damaging activities such as minerals working.	
13. To protect and improve air, water and soil resources	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	The sustainable and efficient use of the county's natural resources will contribute towards reducing water consumption, protecting air quality and minimising the loss of better quality agricultural land to development.	
14. To reduce waste and encourage the sustainable and efficient use of materials	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	This objective specifically mentions the efficient and sustainable use of the county's waste resources which should encourage a reduction of waste through recycling and reuse. Efficient management of the county's other natural resources should also encourage the sustainable and efficient use of materials.	-
15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	This objective will contribute towards minimising the need for the primary extraction of mineral resources and only doing so where it is environmentally acceptable. This is compatible with the need to reduce adverse impacts on both the environment and communities.	-

**Objective 20: Supply of Minerals** – Meet society's needs and ensure a steady and adequate supply of both energy and non-energy minerals, in accordance with the principles of sustainable development, whilst also protecting the environment, amenity and health of local communities; ensuring the early and high quality restoration and aftercare of mineral sites; and the safeguarding of economically important mineral resources, mineral sites and minerals related infrastructure from incompatible development.

SA Objective	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	✓	✓	✓	Certain	Countywide	Indirect  Potential for permanent effects	Whilst the safeguarding of mineral resources may in some instances constrain where new housing is located it is unlikely to prevent overall housing need from being met. Ensuring a steady and adequate supply of minerals will contribute positively to providing the materials needed for housing development and associated infrastructure.	-
<b>2. To promote strong, secure communities</b>	0	0	0	-	-	-	Ensuring a steady and adequate supply of minerals in accordance with the principles of sustainable development is likely to take account of the impacts of traffic on communities. Therefore a potential conflict between the objectives can be avoided.	-
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Possible	Countywide	Indirect  Potential for permanent effects	The safeguarding of mineral resources will indirectly contribute to safeguarding the education and training opportunities associated with the winning and working of them.	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	0	0	0	-	-	-	Ensuring a steady and adequate supply of minerals in accordance with the principles of sustainable development is likely to take account of the impacts of minerals working on health e.g. through dust, noise. Therefore a	-

							potential conflict between the objectives can be avoided.	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	Whilst minerals can only be worked where they exist, ensuring a steady and adequate supply in accordance with the principles of sustainable development is more likely to take account of moving freight to rail where possible and enabling the working of sites where distances to processing and end markets can be minimised.	-
<b>6. To alleviate deprivation and poverty</b>	0	0	0	-	-	-	No clear link	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Certain	Countywide and wider region	Direct  Potential for permanent effects	Ensuring a steady and adequate supply of minerals will support the minerals sector in County Durham and the region and will contribute towards meeting the infrastructure needs required for wider economic growth. Safeguarding minerals resources will also contribute to safeguarding associated employment.	-
<b>8. To reduce the causes of climate change</b>	×	×	×	Certain	Countywide	Direct  Potential for permanent effects	Conflict: Whilst ensuring a steady and adequate supply of minerals in accordance with the principles of sustainable development may contribute towards minimising the emissions associated with minerals working, the ongoing provision of energy based minerals (e.g. coal) and its use will release greenhouse gas emissions. Provision of energy minerals could hinder the development of renewable, low carbon technologies if energy minerals are prioritised over more sustainable methods of energy generation.	Delivery of objectives relating to low carbon and renewable energy will be required to help offset emissions associated with the burning of coal.
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	0	0	0	-	-	-	In some instances minerals working can be flood compatible and contribute towards storing water through the use of lagoons. Overall effects are considered to be minor.	-

<b>10. To protect and enhance biodiversity and geodiversity</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	Whilst the working of minerals has the potential to adversely affect biodiversity, this objective has been re-worded to ensure that minerals are supplied in accordance with the principles of sustainable development. Therefore, the objective is likely to be compatible with the need to protect areas of high biodiversity and geodiversity value and ensure enhancement of biodiversity as part of site restoration.	-
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	Whilst the working of minerals has the potential to adversely affect landscape and townscape quality, this objective has been re-worded to ensure that minerals are supplied in accordance with the principles of sustainable development. Therefore, the objective is likely to be compatible with the need to protect areas of high landscape value and ensure proper restoration of landscapes following the cessation of working. Ensuring a steady and adequate supply of minerals also contributes to ensuring that traditional building materials are available for the repair and conservation of historic and local distinctiveness which contributes to landscape and townscape character.	
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	Whilst the working of minerals has the potential to adversely affect the historic environment including archaeological features, this objective has been re-worded to ensure that minerals are supplied in accordance with the principles of sustainable development. Therefore, the objective is likely to be compatible with the need to protect and enhance the character, setting and significance of designated and non-designated heritage assets and increase reporting, understanding and protection of undiscovered archaeological features.	-



							Ensuring a steady and adequate supply of minerals also contributes to ensuring that traditional building materials are available for the repair and conservation of historic and local distinctiveness.	
<b>13. To protect and improve air, water and soil resources</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	Whilst the working of minerals has the potential to adversely affect air, water and soil resources the objective has been re-worded to ensure that minerals are supplied in accordance with the principles of sustainable development. Therefore delivery against sustainable development principles is likely to ensure that dust emissions are controlled, the pollution of water sources is prevent, hydrological conditions remain unaffected, soils are properly managed and better quality agricultural land is protected.	-
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	Ensuring the supply of minerals in accordance with the principles of sustainable development is more likely to ensure that proper consideration is given to the use of secondary aggregates.	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	Ensuring the supply of minerals and restoration and aftercare of sites in accordance with the principles of sustainable development is directly compatible with this objective.	-

**Objective 21: Waste Management** – Support the development of a network of modern waste management facilities which help ensure that societies waste arisings are managed in accordance with the principles of the waste hierarchy; which facilitate re-use, recycling, composting and recovery of value from waste and enable the disposal of waste as a last resort; whilst also protecting the environment, the amenity and health of local communities; and existing and proposed facilities from incompatible development.

SA Objective	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	0	0	0	-	-	-	No clear link	-
<b>2. To promote strong, secure communities</b>	0	0	0	-	-	-	The development of a network of modern waste management facilities which protect health and amenity are likely to take account of the impacts of traffic to and from such facilities on communities. Therefore a potential conflict between the objectives can be avoided. Modernisation and rationalisation of facilities may also minimise any existing impact on communities.	-
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	0	0	0	-	-	-	No significant impacts are likely but there are educational opportunities through visits to recycling facilities and training or apprenticeships in the industry	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	0	0	0	-	-	-	The development of a modern network of modern waste management facilities which protect human health are likely to take account of any potential impacts as a result of odour, noise etc. Therefore a potential conflict between the objectives can be avoided.	-

<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓/x	✓/x	✓/x	Possible	Countywide	Direct  Potential for permanent effects	Waste management facilities are essential elements for communities and locations are key to ensuring they are used effectively. Most sites are only accessible by car due to their nature. However, it is essential that any review of sites ensures that communities do not have to travel excessively to be able to access them as there is potential for increased journeys. Overall impacts depend on implementation.	Any review of sites and facilities should ensure that communities do not have to travel excessively to be able to access them.
<b>6. To alleviate deprivation and poverty</b>	0	0	0	-	-	-	No clear link	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	Potential for the development of waste management facilities to create employment.	-
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	Sustainable waste management facilities are essential in ensuring that materials are recycled and re-used wherever possible. This prevents materials going to landfill and potential release of methane and greenhouse gas emissions in the production of goods using virgin materials.	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	0	0	0	-	-	-	No clear link	-
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	Whilst the development of waste management facilities has the potential to affect biodiversity, the objective wording requiring the protection of the environment is compatible with the need to protect areas of high biodiversity and geodiversity value.	-

<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	Whilst the development of waste management facilities has the potential to affect landscape character, the objective wording requiring the protection of the environment is compatible with the need to protect areas of high landscape value and ensure such facilities as a minimum do not detract from and at best enhance their surroundings.	-
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	Whilst the development of waste management facilities has the potential to affect the historic environment, the objective wording requiring the protection of the environment is compatible with the need to protect and enhance the character, setting and significance of designated and non-designated heritage assets and increase reporting, understanding and protection of undiscovered archaeological features.	-
<b>13. To protect and improve air, water and soil resources</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	Whilst the development of waste management facilities has the potential to adversely affect air, water and soil resources, the objective wording requiring such facilities to protect the environment is likely to ensure that dust emissions are controlled, the pollution of water sources is prevented and that better quality agricultural land is protected.	-
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	Sustainable waste management promotes the re-use, recycling and recovery of materials, diverting materials away from landfill. Ensuring that sites are located sensitively will reduce the adverse impacts of waste.	-
<b>15. To improve the sustainability of minerals extraction and</b>	✓	✓	✓	Certain	Countywide	Indirect  Potential for	The development of waste management facilities will contribute to the segregation and recycling of secondary aggregates which will minimise levels of primary extraction.	-

<b>use and reduce adverse impacts on communities and the environment</b>						permanent effects		
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## **Appendix D**

### **County Durham Plan Pre-Submission**

### **Development of Options / Alternatives**

<b>Sustainability Appraisal Key</b>		
<b>Impact</b>	Likely to have a very positive effect	✓✓
	Likely to have a positive effect	✓
	Minor effect/ no clear link	0
	Uncertain/ insufficient information on which to determine effect	?
	Likely to have a negative effect	x
	Likely to have a very negative effect	xx
	Could have both positive and negative effects depending on implementation	✓/x
<b>Timescale</b>	Short-term (next 5 years)	S
	Medium-term (5-16 years)	M
	Long-term (16 years +)	L
<b>Likelihood of Effect</b>	Certain/ Probable / Possible/ Uncertain	
<b>Geographic Scale</b>	e.g. Regional/ County-wide/ *Settlement Name*/ Local (site specific)	
<b>Type of Effect</b>	Permanent/ Temporary/ Direct/ Indirect/ Secondary/ Residual	

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**Policy 1: Quantity of Development - Housing**

Table 1 Policy 1 Issue/Option - Ensuring the delivery of identified housing need									
SA/SEA Object. Number	Options Assessed	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
		S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	A: Do not make an adjustment to the quantity of housing to be allocated in the Plan to account for a potential shortfall in the delivery of housing commitments	0	x	xx	Possible	Countywide	Direct and residual  Potential for permanent effects	Almost two thirds of the total housing needed in County Durham already has planning permission. However, whilst these sites have planning permission, this does not necessarily mean that they will all be built over the Plan period or even at all as permissions can lapse for a variety of different reasons. As the commitments make up a significant proportion of County Durham's housing need, the option to not adjust the quantity of housing allocated to cater for a lapse in commitments could result in overall housing need not being met. The potential for negative mid and very negative long term effects are therefore predicted.	N/A – Potential effects are considered to be residual in the event that this option is selected.
	B: Make a lapse rate adjustment to the quantity of housing to be allocated in the Plan to reflect historic non-completions of housing commitments	0	✓	✓	Possible	Countywide	Direct.  Potential for permanent effects	This option, by making a lapse rate adjustment to the number of houses allocated in the Plan, will provide greater certainty that overall housing need will be met in the event that existing commitments are not delivered.	-

	in County Durham								
<b>2. To promote strong secure communities</b>	<b>A:</b> Do not make an adjustment to the quantity of housing to be allocated in the Plan to account for a potential shortfall in the delivery of housing commitments	<b>0</b>	x	x x	Possible	Countywide	Direct and residual  Potential for permanent effects	Not making an adjustment to the quantity of housing allocated in the Plan to cater for a potential lapse in commitments, increases the risk of housing need not being met over the Plan period and beyond. This in turn may adversely impact upon cohesive and mixed communities if for example, insufficient housing for older people, families and those requiring access to affordable housing is not met. An insufficient supply of housing can also impact upon the sustainability of communities in respect of the ongoing provision of community services and facilities.	N/A – Potential effects are considered to be residual in the event that this option is selected.
	<b>B:</b> Make a lapse rate adjustment to the quantity of housing to be allocated in the Plan to reflect historic non-completions of housing commitments in County Durham	<b>0</b>	✓	✓	Possible	Countywide	Direct. Potential for permanent effects	This option, by making a lapse rate adjustment to the number of houses allocated in the Plan, will provide greater certainty that overall housing need will be met in the event that existing commitments are not delivered. Positive effects are therefore predicted as meeting housing need in County Durham should contribute positively to the maintenance and formation of mixed and cohesive communities and the ongoing provision and enhancement of community services and facilities.  However, whilst positive effects are predicted overall, this option has the potential to increase housing levels over and above that needed in the event that the commitments are also delivered. Consideration will therefore need to be given to the maximum level of housing that may come forward and its potential effects on the capacity of social infrastructure. The distribution and phasing of growth will be key to this and measures to ensure adequate and timely investment in infrastructure are achieved are likely to be required.	<b>SOC1:</b> The impacts of the maximum quantity of housing growth on social infrastructure will need to be understood. The distribution and phasing of growth will be key to this and measures to ensure adequate and timely investment in infrastructure are achieved

									are likely to be required. Opportunities to enhance existing provision of social infrastructure and address any deficiencies should also be sought.
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	<b>A:</b> Do not make an adjustment to the quantity of housing to be allocated in the Plan to account for a potential shortfall in the delivery of housing commitments	0	0	×	Possible	Countywide	Direct  Potential for permanent effects	Not making an adjustment to the quantity of housing allocated to take account of the potential for commitments to lapse increases the risk of housing need not being met over the Plan period and beyond. In the longer term this may have an impact upon schools provision if for example, sufficient family housing and associated pupil numbers are not present.	N/A – Potential effects are considered to be residual in the event that this option is selected.
	<b>B:</b> Make a lapse rate adjustment to the quantity of housing to be allocated in the Plan to reflect historic non-completions of housing commitments in County Durham	0	0	✓	Possible	Countywide	Direct  Potential for permanent effects.	This option will provide greater certainty that housing need within County Durham will be met. Taking steps to ensure that housing need is met will contribute positively to sustaining pupil numbers and local schools.  However, please see comments against SA objective 1(B) in respect of understanding the effects of housing growth on the capacity of social infrastructure.	<b>As for SOC1</b>
<b>4. To reduce health inequalities and promote</b>	<b>A:</b> Do not make an adjustment to the quantity	0	×	×	Possible	Countywide	Direct	Not making an adjustment to the quantity of housing allocated to take account of the potential for commitments to lapse increases the risk of housing need not being met over the Plan period and beyond. Not meeting housing need in County Durham will restrict mobility and choice	N/A – Potential effects are considered to be residual in the

<b>healthy lifestyles</b>	of housing to be allocated in the Plan to account for a potential shortfall in the delivery of housing commitments					Potential for permanent effects	for some families and individuals and may relegate some to non-decent and/or unsuitable housing for their specific needs and neighbourhoods with higher rates of poverty and fewer resources to support wellbeing (e.g. parks, play areas). Not meeting housing need in County Durham more generally, will also not contribute towards supporting the viability of existing local healthcare services such as local GP surgeries.	event that this option is selected.	
	<b>B:</b> Make a lapse rate adjustment to the quantity of housing to be allocated in the Plan to reflect historic non-completions of housing commitments in County Durham	<b>0</b>	✓	✓	Possible	Countywide	Direct  Potential for permanent effects.	This option will provide greater certainty that housing need within County Durham will be met and is therefore more likely to contribute to a supply of decent and suitable housing which is an important factor in health and wellbeing.  However, please see comments against SA objective 1(B) in respect of understanding the effects of housing growth on the capacity of social infrastructure.	<b>As for SOC1</b>
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	<b>A:</b> Do not make an adjustment to the quantity of housing to be allocated in the Plan to account for a potential shortfall in the delivery of housing commitments.	<b>0</b>	×	×	Possible	Countywide	Direct and residual  Potential for permanent effects.	Not making an adjustment to the quantity of housing allocated in the Plan to cater for a potential lapse in commitments, increases the risk of housing need not being met over the Plan period and beyond. In the event that this occurs an insufficient supply of housing could impact upon the ongoing provision of community services and facilities and therefore associated travelling distances involved in accessing these. The potential for mid and longer term negative effects is therefore predicted.	N/A – Potential effects are considered to be residual in the event that this option is selected.
	<b>B:</b> Make a lapse rate adjustment to the quantity of housing to be allocated in the Plan to	<b>0</b>	✓	✓	Possible	Countywide	Direct  Potential for permanent effects.	Whilst the distribution of housing growth will be a key factor in determining effects against this SA objective, the option will provide greater certainty that housing need will be met and therefore provides greater support for the ongoing provision of local services and facilities which contribute to reducing the need to travel.	<b>As for SOC1</b>

	reflect historic non-completions of housing commitments in County Durham							However, whilst positive effects are predicted overall, this option has the potential to increase housing levels over and above need in the event that the commitments are also delivered. Consideration should therefore be given to the maximum level of housing that may come forward and its potential effects on the capacity of transport infrastructure, including sustainable transport. The distribution and phasing of growth will be key to this and measures to ensure adequate and timely investment in infrastructure are achieved are likely to be required.	
<b>6. To alleviate deprivation and poverty</b>	<b>A:</b> Do not make an adjustment to the quantity of housing to be allocated in the Plan to account for a potential shortfall in the delivery of housing commitments.	<b>0</b>	×	××	Possible	Countywide	Direct and residual  Potential for permanent effects	Not making an adjustment to the quantity of housing allocated in the Plan to cater for a potential lapse in commitments, increases the risk of housing need not being met over the Plan period and beyond. Not meeting housing need is likely to reduce support for those on lower incomes in respect of access to affordable housing and may relegate some to non-decent and unsuitable forms of housing. In addition, not meeting an identified need for housing may minimise opportunities for new housing development to contribute towards regeneration initiatives.	N/A – Potential effects are considered to be residual in the event that this option is selected.
	<b>B:</b> Make a lapse rate adjustment to the quantity of housing to be allocated in the Plan to reflect historic non-completions of housing commitments in County Durham	<b>0</b>	✓	✓	Possible	Countywide	Direct  Potential for permanent effects.	This option will provide greater certainty that housing need within County Durham will be met and is therefore more likely to contribute towards the provision of affordable housing and local regeneration initiatives.	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	<b>A:</b> Do not make an adjustment to the quantity of housing to be allocated in the Plan to account for a	<b>0</b>	×	××	Possible	Countywide	Direct and residual  Potential for permanent effects	Not making an adjustment to the quantity of housing allocated in the Plan to cater for a potential lapse in commitments, increases the risk of housing need not being met over the Plan period and beyond. Not meeting housing need has the potential to harm productivity and the construction industry, restrict labour market flexibility and drive up the cost of housing which could limit spend elsewhere in the local economy.	N/A – Potential effects are considered to be residual in the event that this option is selected.

	potential shortfall in the delivery of housing commitments.								
	<b>B:</b> Make a lapse rate adjustment to the quantity of housing to be allocated in the Plan to reflect historic non-completions of housing commitments in County Durham	0	✓	✓	Possible	Countywide	Direct. Potential for permanent effects	This option will provide greater certainty that housing need within County Durham will be met and is therefore more likely to support a healthy housing market which in turn, supports the wider economy through for example, providing sufficient housing for the working age population.	-
<b>8. To reduce the causes of climate change</b>	<b>A:</b> Do not make an adjustment to the quantity of housing to be allocated in the Plan to account for a potential shortfall in the delivery of housing commitments.	?	?	?	Uncertain	Countywide	Direct  Potential for Permanent effects	This option could result in a shortfall in provision against housing need figures in the event that commitments are not delivered. A shortfall in provision would minimise the growth in domestic emissions associated with the delivery of new housing. However, as discussed against SA objectives 2 and 5 not meeting housing need could impact upon the ongoing provision of community services and facilities and therefore increase transport associated emissions. Overall effects are therefore uncertain.	-
	<b>B:</b> Make a lapse rate adjustment to the quantity of housing to be allocated in the Plan to reflect historic non-completions of housing	?	?	?	Uncertain	Countywide	Direct  Potential for permanent effects.	This option has the potential to increase housing levels over and above that needed in the event that the commitments are also delivered and is therefore more likely to increase domestic emissions. However, as discussed against SA objectives 2 and 5 meeting housing need could support the ongoing provision of community services and facilities which contribute to reducing the need to travel and associated emissions. Overall effects are therefore uncertain.	-

	commitments in County Durham								
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	<b>A:</b> Do not make an adjustment to the quantity of housing to be allocated in the Plan to account for a potential shortfall in the delivery of housing commitments.	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects.	This option could result in a shortfall in provision against housing need figures in the event that commitments are not delivered. A shortfall in the provision of new housing would minimise the amount of hardstanding required and associated levels of surface water run off which can contribute to flood risk in extreme weather events. However, regardless of the quantity of new housing, this should be distributed to avoid areas of flood risk and incorporate appropriate SuDS and green infrastructure.	<b>ENV1:</b> The distribution of housing should avoid areas of flood risk. In addition, ensure appropriate sustainable urban drainage and green infrastructure is incorporated and managed within new housing schemes to ensure that surface water runoff rates do not exceed present levels.
	<b>B:</b> Make a lapse rate adjustment to the quantity of housing to be allocated in the Plan to reflect historic non-completions of housing commitments in County Durham	✗	✗	✗	Possible	Countywide	Direct  Potential for permanent effects.	This option has the potential to increase housing levels over and above that needed in the event that the commitments are also delivered. An increased delivery of housing will increase levels of hardstanding and associated levels of surface water runoff. However, regardless of the quantity of new housing, this should be distributed to avoid areas of flood risk.	<b>As for ENV1</b>
<b>10. To protect and enhance biodiversity and geodiversity</b>	<b>A:</b> Do not make an adjustment to the quantity of housing to	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects.	This option could result in a shortfall in provision against housing need figures in the event that commitments are not delivered. A shortfall in the provision of new housing against need is likely to minimise future levels of disturbance and loss of habitat. However, regardless of the quantity of	<b>ENV2:</b> The distribution of new housing should avoid areas of high



	be allocated in the Plan to account for a potential shortfall in the delivery of housing commitments.							new housing, this should be distributed to avoid areas of high ecological value and provide net gains in biodiversity.	ecological value and provide net gains in biodiversity.
	<b>B:</b> Make a lapse rate adjustment to the quantity of housing to be allocated in the Plan to reflect historic non-completions of housing commitments in County Durham	x	x	x	Possible	Countywide	Direct  Potential for permanent effects.	This option has the potential to increase housing levels over and above that needed in the event that the commitments are also delivered. An increased delivery of housing is likely to increase future levels of disturbance and loss of habitat.	<b>As for ENV2</b>
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	<b>A:</b> Do not make an adjustment to the quantity of housing to be allocated in the Plan to account for a potential shortfall in the delivery of housing commitments	✓/x	✓/x	✓/x	Possible	Countywide	Direct and residual  Potential for permanent effects.	This option could result in a shortfall in provision against housing need figures in the event that commitments are not delivered. This could result in a mixture of both positive and negative effects. Whilst less housing will contribute towards protecting areas of high landscape value, opportunities for new housing to regenerate degraded areas may be lost and the vitality and viability of town centres and settlements may decline as a result of not meeting housing need.	N/A – Potential effects are considered to be residual in the event that this option is selected.
	<b>B:</b> Make a lapse rate	✓/x	✓/x	✓/x	Possible	Countywide	Direct	This option has the potential to increase housing levels over and above that needed in the event that the commitments are also delivered. An	<b>ENV3:</b> The distribution of

	adjustment to the quantity of housing to be allocated in the Plan to reflect historic non-completions of housing commitments in County Durham						Potential for permanent effects.	increased delivery of housing is likely to increase the magnitude of effects on landscape character and quality. However, as this option increase the certainty that housing need will be delivered over the Plan period it will also better support the vitality and viability of town centres and settlements and increase opportunities for new development to contribute to the regeneration of degraded areas.	new development should where possible be directed to areas of lower landscape value and contribute towards enhancing existing low value brownfield sites
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	<b>A:</b> Do not make an adjustment to the quantity of housing to be allocated in the Plan to account for a potential shortfall in the delivery of housing commitments	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects.	This option could result in a shortfall in provision against housing need figures in the event that commitments are not delivered. A shortfall in the provision of new housing against need is likely to minimise risk of harm to heritage assets which may occur through for example, impacts of housing developments and any associated infrastructure on the character, appearance or setting of designated and non-designated heritage.  However, regardless of the quantity of development delivered against this option, new housing should be distributed and designed in a way which avoids causing substantial harm to heritage. An allowance should also be made for bringing empty buildings back into use where suitable for housing as part of determining the quantity of development to be allocated as this can contribute positively to conserving and enhancing existing buildings and heritage assets and their impact upon local distinctiveness	<b>ENV4:</b> New housing should be distributed and designed to avoid causing substantial harm to heritage. An allowance should also be made for bringing empty buildings back into use.
	<b>B:</b> Make a lapse rate adjustment to the quantity of housing to be allocated in the Plan to reflect historic non-completions of housing commitments	×	×	×	Possible	Countywide	Direct  Potential for permanent effects.	This option has the potential to increase housing levels over and above that needed in the event that the commitments are also delivered. An increased delivery of housing is likely to increase the risk of harm to heritage.	<b>As for ENV4</b>

	in County Durham								
<b>13. To protect and improve air, water and soil resources</b>	<b>A:</b> Do not make an adjustment to the quantity of housing to be allocated in the Plan to account for a potential shortfall in the delivery of housing commitments	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects.	<p>This option could result in a shortfall in provision against housing need figures in the event that commitments are not delivered. A shortfall in the provision of new housing against need is likely to minimise future levels of greenfield and best and most versatile agricultural land lost to development and the consumption of water resources. Impacts upon air quality are more uncertain as whilst less housing will minimise future growth in traffic and associated emissions, not meeting housing need could also bring about a decline in local services, increasing the distances that need to be travelled in County Durham.</p> <p>Regardless of the quantity of development delivered against this option, new housing should be distributed and designed in a way to make the best use of brownfield and degraded land, avoid significant losses of best and most versatile agricultural land and minimise water consumption. New housing should also have good access to services and sustainable modes of transport in order to minimise emissions to air.</p>	<b>ENV5:</b> Regardless of the quantity of development delivered against this option, new housing should be distributed and designed in a way to make the best use of brownfield and degraded land, avoid significant losses of best and most versatile agricultural land and minimise water consumption. New housing should also have good access to services and sustainable modes of transport in order to minimise emissions to air.
	<b>B:</b> Make a lapse rate adjustment to the quantity of housing to be allocated in the Plan to reflect historic	×	×	×	Possible	Countywide	Direct  Potential for permanent effects.	<p>This option has the potential to increase housing levels over and above that needed in the event that the commitments are also delivered. An increased delivery of housing is likely to increase losses of greenfield and best and most versatile agricultural land to development along with levels of water consumption. Whilst this option increases the likelihood that housing need will be met, thereby helping to protect existing local services and maintaining the status quo in respect of travelling distances</p>	<b>As for ENV5</b>

	non-completions of housing commitments in County Durham							to access these, an overall increase in the volumes of traffic is likely to increase emissions to air.	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	<b>A:</b> Do not make an adjustment to the quantity of housing to be allocated in the Plan to account for a potential shortfall in the delivery of housing commitments	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects.	This option could result in a shortfall in provision against housing need figures in the event that commitments are not delivered. A shortfall in the provision of new housing against need is likely to minimise future levels of resource use and waste associated with the construction and habitation of new housing.  Regardless of the quantity of development delivered against this option, the use of recycled and secondary materials in the construction of new housing and associated supporting infrastructure should be encouraged. The design of new housing should also ensure easy access to waste and recycling facilities by new occupants	<b>ENV6:</b> Support and encourage the use of recycled and secondary materials in the construction of new housing and associated infrastructure. Ensure the design of new housing allows easy access and use of waste and recycling facilities.
	<b>B:</b> Make a lapse rate adjustment to the quantity of housing to be allocated in the Plan to reflect historic non-completions of housing commitments in County Durham	✗	✗	✗	Possible	Countywide	Direct  Potential for permanent effects.	This option has the potential to increase housing levels over and above that needed in the event that the commitments are also delivered. An increased delivery of housing is likely to increase resource use and levels of waste.	<b>As for ENV6</b>
<b>15. To improve the sustainability of minerals extraction</b>	<b>A:</b> Do not make an adjustment to the quantity of housing to	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects.	This option could result in a shortfall in provision against housing need figures in the event that commitments are not delivered. A shortfall in the provision of new housing against need is likely to minimise future levels of resource use, including the use of minerals associated with the construction of new housing.	<b>As for ENV6</b>

and use and reduce adverse impacts on communities and the environment	be allocated in the Plan to account for a potential shortfall in the delivery of housing commitments								
	<b>B:</b> Make a lapse rate adjustment to the quantity of housing to be allocated in the Plan to reflect historic non-completions of housing commitments in County Durham	X	X	X	Possible	Countywide	Direct  Potential for permanent effects.	This option has the potential to increase housing levels over and above that needed in the event that the commitments are also delivered. An increased delivery of housing is likely to increase resource use, including minerals.	<b>As for ENV6</b>

**Policy 1: Quantity of Development – Employment**

Table 2 Policy 1 Issue/ Option: Approach to calculating the amount of employment land required								
SA/SEA Objective	Options	Magnitude and Duration of Effect			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary
		S	M	L				
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	Business as Usual (755 Hectares)	X	X	X	Probable	Countywide	Potential for permanent effects	This approach results in the current supply of employment land being maintained. This is significantly higher than the other three approaches, which are estimates of the demand for employment land in County Durham. Adopting this approach is likely to result in a significant oversupply and therefore a continuation of undeveloped sites across the County. This is likely to result in a lost opportunity to deallocate employment sites with little prospect of development. A proportion of these could be allocated for housing use if suitable. In addition, the significant oversupply of employment land is

								likely to make it more difficult to resist housing applications on employment land sites where housing is contrary to the strategic vision and objectives of the County, including where development is unlikely to positively contribute to the provision of decent and affordable homes.
	Labour Demand (132 Hectares)	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	Overall, this approach to calculating the amount of employment land required is likely to result in significant employment land deallocations compared to the current portfolio. A proportion of this land could be allocated for housing if suitable but, as the majority of sites would be extensions of industrial estates or away from existing settlements and transport links, it is unlikely to be a significant quantity. This approach is likely to reduce opportunities for employment growth within the County and so the proportion of people with the means to afford a decent home could reduce. Overall impacts are likely to be minor.
	Labour Supply (130 Hectares)	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	As above.
	Past Take-up Rates (270 Hectares)	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	Overall, this approach to calculating the amount of employment land required is likely to result in significant employment land deallocations compared to the current portfolio but less than under the Labour Demand and Labour Supply Approaches. A proportion of this land could be allocated for housing if suitable but, as the majority of sites would be extensions of industrial estates or away from existing settlements and transport links, it is unlikely to be a significant quantity. This approach is likely to result in more employment opportunities across the County, including from potentially new sites, which could provide more people with the means to afford decent homes. However, overall impacts are likely to be minor.
<b>2. To promote strong, secure communities</b>	Business as Usual (755 Hectares)	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	Maintaining the current supply of employment land is likely to produce some negative effects as underutilised or empty sites could attract anti-social behaviour and crime. This approach would prevent deallocations of employment land with little or no prospect of being developed and so opportunities could be missed to allocate a proportion of them to more productive uses that promote strong, secure communities. However, as the majority of sites are currently undeveloped and are likely to remain so in the event of deallocation as they are not suitable for other uses, overall impacts are likely to be minor.
	Labour Demand (132 Hectares)	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	Overall, the impact of this option on this objective is likely to be determined by implementation, the phasing of sites, and in-combination with other new development. This approach is likely to result in significant deallocations of existing employment sites. This could positively or negatively impact road traffic (potentially including HGV traffic) due to the scale and locations of sites and depending on what development, if any, is progressed instead (e.g. housing).
	Labour Supply (130 Hectares)	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	As above.

	Past Take-up Rates (270 Hectares)	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	Overall, the impact of this option on this objective is likely to be determined by implementation, the phasing of sites, and in-combination with other new development. This approach is likely to result in deallocations of existing employment sites, although to a lesser extent than the Labour Demand and Labour Supply approaches. There may also be new employment land allocations with this approach despite net deallocations. This could positively or negatively impact road traffic (potentially including HGV traffic) due to the scale and locations of sites and depending on what development, if any, is progressed instead (e.g. housing).
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	Business as Usual (755 Hectares)	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	Maintaining the current supply of employment land is likely to ensure that businesses and the labour market are able to grow due to the wide range of sites available. This will provide education and training opportunities and raise aspirations. However, sites which have been vacant or underused for significant periods of time may have been so because they are unattractive to the market. Therefore, the potential for positive impacts is likely to be limited and there is no evidence to indicate that the market will fundamentally change in the future. In addition, there may be opportunities to allocate new employment sites with significant economic benefits, which would be missed under this approach. Sites with little or no prospect of being developed for employment purposes could be deallocated and a proportion of those could be put to more appropriate and productive uses, which would not happen under this approach. Overall net impacts are likely to be minor.
	Labour Demand (132 Hectares)	x	x	x	Probable	Countywide	Potential for permanent effects	It is unlikely that the amount of employment land estimated as required by this approach would generate sufficient employment and training opportunities to improve education, training and life-long learning, and maintain a healthy labour market. Such training opportunities, particularly with the current economic climate, are vital to enable people access to work/ develop careers. Therefore, there would likely be a negative effect on the access to and quantity and quality of such opportunities. There may also be insufficient employment land developed to raise educational and employment aspirations.
	Labour Supply (130 Hectares)	x	x	x	Probable	Countywide	Potential for permanent effects	As above.
	Past Take-up Rates (270 Hectares)	✓	✓	✓✓	Probable	Countywide	Potential for permanent effects	It is likely that overall there will be an increase in the quantity and quality of training opportunities. This is because sufficient existing employment land will be retained in those areas with the most demand for it and new sites will potentially be allocated that are attractive to the market, despite net deallocations. As the quantum of development increases, the positive effects are likely to become more significant. Such training opportunities, particularly with the current economic climate, are vital to enable people access to work/ develop careers. This approach to estimating the quantity of employment land required is likely to have a positive effect on employment and educational aspirations, which is potentially significant in the longer term.

<b>4. To reduce health inequalities and promote healthy lifestyles</b>	Business as Usual (755 Hectares)	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	There is evidence that employment is linked to healthy lifestyles and better health outcomes. Employment sites also affect road traffic (potentially including HGV traffic) due to the scale and locations of sites. Therefore, there is the potential for people's health (physical and mental) to be affected by proximity or not to employment land. Maintaining the current supply of employment land is unlikely to significantly affect health inequalities and healthy lifestyles as the current pattern of employment and associated traffic is likely to remain the same. There is potential for individual sites that are currently allocated to go in and out of use and for sites in surrounding authorities to be developed, which could affect inward and outward commuting. Overall impacts are likely to be indirect and minor under the Business as Usual approach.
	Labour Demand (132 Hectares)	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	There is evidence that employment is linked to healthy lifestyles and better health outcomes. Employment sites also affect road traffic (potentially including HGV traffic) due to the scale and locations of sites. Therefore, there is the potential for people's health (physical and mental) to be affected by proximity or not to employment land. This approach is likely to result in significant deallocations of existing employment land. Therefore, any indirect health impacts from employment and the potential impact of traffic generated by proposed sites in this option is likely to be determined by implementation, the phasing of sites, and in-combination with other new development.
	Labour Supply (130 Hectares)	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	As above.
	Past Take-up Rates (270 Hectares)	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	There is evidence that employment is linked to healthy lifestyles and better health outcomes. Employment sites also affect road traffic (potentially including HGV traffic) due to the scale and locations of sites. Therefore, there is the potential for people's health (physical and mental) to be affected by proximity or not to employment land. This approach is likely to result in deallocations of existing employment land, although less than under the Labour Demand and Labour Supply approaches. It is also possible for there to be new employment land allocations with this approach despite the portfolio reducing overall. Therefore, any indirect health impacts from employment and the potential impact of traffic generated by proposed sites in this option is likely to be determined by implementation, the location and phasing of sites, and in-combination with other new development.
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	Business as Usual (755 Hectares)	0	0	x	Probable	Countywide	Potential for permanent effects	Maintaining the current supply of employment land is unlikely to have a significant effect on the need to travel and the use of sustainable transport options in the short and medium term. There is potential for an increase in traffic if certain existing employment sites are developed during the plan period and so more people commute to them. There is also potential for a change in commuting patterns in and out of the County depending on employment development in surrounding areas. This approach results in no new employment sites which could be a missed opportunity to grow employment in more accessible locations with good public transport links. In the longer term the impacts on the need to travel and the use of sustainable transport options is likely to be negative as



							the working age population grows and so more people would need to commute by car to relatively inaccessible existing sites or outside of the County.
	Labour Demand (132 Hectares)	0	x	x	Probable	Countywide	Potential for permanent effects There is the potential for the number and frequency of trips made by car to increase with this approach as the number of employment sites within the County would likely be less than the level required by the working age population and so more people may have to commute further for work. If new and existing employment sites are in close proximity to employees then this is likely to reduce the distance travelled, particularly by private car. Emerging evidence indicates that the most attractive and accessible employment sites are mainly around the international, national and regional key commercial areas around Durham City and the main transport corridors (e.g. A1 and A19). It is advised that opportunities are taken, wherever possible, to improve and increase viability of public transport services as well as to promote 'greener' modes of transport by further developing and promoting the local network of walkways, cycleways, and multi-user routes, which several of the existing industrial estates have (e.g. Newton Aycliffe). In the short term, impacts on the need to travel and sustainable transport are likely to be minor but they are likely to be negative in the medium and longer term as the significant deallocations of employment land implied by this approach mean that people have to commute further for employment.
	Labour Supply (130 Hectares)	0	x	x	Probable	Countywide	Potential for permanent effects As above.
	Past Take-up Rates (270 Hectares)	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects This approach to estimating the quantity of employment land required could reduce the need to travel and promote sustainable transport options. Emerging evidence indicates the most attractive and accessible sites are located in the existing international, national and regional key commercial areas and near the main population centres such as Durham City. People would have to travel shorter distances for jobs and more sustainable transport options would be available in these locations. However, overall impacts are likely to depend on implementation and it is likely that this approach would still result in employment land deallocations. It is advised that opportunities are taken, wherever possible, to improve and increase viability of public transport services as well as to promote 'greener' modes of transport by further developing and promoting the local network of walkways, cycleways, and multi-user routes, which several of the existing industrial estates have (e.g. Newton Aycliffe).
<b>6. To alleviate deprivation and poverty</b>	Business as Usual (755 Hectares)	0	x	x	Probable	Countywide	Potential for permanent effects Maintaining the current supply of employment land is unlikely to have a significant impact on the alleviation of deprivation and poverty in the short term. This is because there will be no deallocations or allocations, so the current pattern of employment is likely to remain the same. However, as there will be no new allocations, opportunities for reducing deprivation and poverty further will be missed in the medium and longer term. The current distribution of employment land may not be the optimal one and the significant oversupply implied by this approach could mean that a proportion of the surplus land could be better used for something else such as housing, which could

							contribute to the alleviation of deprivation and poverty. Overall net impacts are likely to be minor in the short term and negative in the medium and longer term due to missed opportunities to develop the best employment sites and deallocate the least attractive ones to more productive uses. In addition, the significant oversupply of employment land is likely to make it more difficult to resist housing applications on employment land sites where housing is contrary to the strategic vision and objectives of the County, including when the development is unlikely to positively contribute to alleviation of deprivation and poverty.
Labour Demand (132 Hectares)	x	x	x	Probable	Countywide	Potential for permanent effects	With this approach, the number of employment sites within the County would likely be less than the level required by the working age population and so it is unlikely to positively contribute to the alleviation of deprivation and poverty. Emerging evidence indicates that the most attractive and accessible employment sites are mainly around the international, national and regional key commercial areas around Durham City and the main transport corridors (e.g. A1 and A19) where the majority of the County's population is. This is not necessarily where the most deprived areas in the County are and the low levels of employment land estimated as required by this approach will mean that the allocation outside of these locations are likely to be minor and not contribute to improving physical access to jobs in the rest of the County.
Labour Supply (130 Hectares)	x	x	x	Probable	Countywide	Potential for permanent effects	As above.
Past Take-up Rates (270 Hectares)	✓	✓	✓	Probable	Countywide	Potential for permanent effects	Overall this approach is likely to have a positive impact on deprivation by reducing unemployment; although some development will have a more significant role in this than others. This approach is likely to result in net deallocations but also potentially new employment sites in areas with the highest demand around the key commercial areas. A high job density at these locations may mean that there is a greater range of jobs, which is likely to help those on lower incomes. This approach has a greater amount of land estimated as being needed the Labour Demand and Labour Supply approaches and may result in the safeguarding and potential expansion of operations for smaller industrial estates, which may assist in safeguarding local jobs. Overall access to employment is also likely to be good as the existing employment sites that are likely to be safeguarded are located within or in close proximity to main towns, which provide good transport hubs/ links. Access by public transport is particularly important for those on lower incomes who may not have access to a car. It is advised that opportunities are taken, wherever possible, to improve and increase viability of public transport services. Development will have the direct effect of providing job opportunities, but may also indirectly help to protect existing services and employment in town centres; both of which are likely to have a positive effect by helping those on lower incomes and alleviating deprivation. This positive impact is likely to improve over the Plan period as the quantum of development and opportunities increase and benefits become more widespread. However, some areas away from the key commercial areas may suffer from

								job shortages due to deallocations including some of the most deprived areas in the County.
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	Business as Usual (755 Hectares)	0	×	×	Probable	Countywide	Potential for permanent effects	Maintaining the current supply of employment land is unlikely to significantly contribute to the development of a sustainable and diverse economy. This is because the approach is likely to result in a significant oversupply of employment land and thus empty and underused sites in unattractive locations. Those which have the least potential to be developed could be deallocated and a proportion could be made available for more appropriate and productive uses. This approach could also miss opportunities to allocate new employment land in attractive and sustainable locations and thus forgo the economic benefits. Overall impacts of maintaining the current supply are likely to be minor in the short term and negative in the medium and longer term due to missed economic opportunities.
	Labour Demand (132 Hectares)	×	×	×	Probable	Countywide	Potential for permanent effects	With this approach, the number of employment sites within the County would likely be less than the level required by the working age population and so it is unlikely to positively contribute to developing a sustainable and diverse economy. Emerging evidence indicates that the most attractive and accessible employment sites are mainly around the international, national and regional key commercial areas around Durham City and the main transport corridors (e.g. A1 and A19) where the majority of the County's population is. This is not necessarily where the most deprived areas in the County are and the low levels of employment land estimated as required by this approach will mean that further development outside of these locations is likely to be minor and may not contribute to improving physical access to jobs in the rest of the County. This approach is likely to result in significant deallocations of existing employment land and so is unlikely to help develop a sustainable and diverse economy with high levels of employment.
	Labour Supply (130 Hectares)	×	×	×	Probable	Countywide	Potential for permanent effects	As above.
	Past Take-up Rates (270 Hectares)	✓	✓	✓✓	Probable	Countywide	Potential for permanent effects	Development associated with this approach is likely to have a positive effect on the County's economy by encouraging a wide variety of employment opportunities at various levels through the proposed quantum of development and the variety in types of employment. Emerging evidence indicates that the most attractive and accessible employment sites are mainly around the international, national and regional key commercial areas around Durham City and the main transport corridors (e.g. A1 and A19) where the majority of the County's population is., which is likely to ensure their attractiveness to the markets and long-term success. This approach will still result in net deallocations of employment land and a proportion of this could be put to other uses in certain locations such as housing. The employment land most likely to remain allocated could increase road traffic (potentially including HGV traffic) due to the scale and locations of sites. Therefore, there is the potential for development to exacerbate existing traffic congestions

								'hotspots'; particularly those in and around Durham city, Chester le Street, Peterlee, and the A1 corridor. This could have an adverse effect if not mitigated. Although this approach would still result in the deallocation of some employment land, impacts could be significantly positive in the longer term as the remaining and new employment sites become fully utilised and associated economic benefits mature.
<b>8. To reduce the causes of climate change</b>	Business as Usual (755 Hectares)	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	Maintaining the current supply of employment land is unlikely to significantly impact on the causes of climate change. This is because it is likely to largely maintain the current pattern of economic activity, employment and commuting in the County. It is possible that over time there could be changes in commuting patterns if available employment opportunities change outside of the County and if individual sites go in or out of use. In addition, the significant oversupply of employment land is likely to make it more difficult to resist housing applications on employment land sites where housing is contrary to the strategic vision and objectives of the County, including when the development is likely to increase private car use and thus transport emissions from development due to poor accessibility to public transport. Overall impacts are likely to be minor.
	Labour Demand (132 Hectares)	0	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	The amount of employment land estimated as being required by this approach is significantly less than the current supply. It may be that people need to commute further and by private car as the number of employment opportunities in the County could be less than what is needed by the working age population. However, there would also be less industrial emissions due to fewer and smaller sites. The significant deallocations implied by this approach could increase greenhouse gas, emissions depending on what, if anything, is developed on those sites instead. Therefore, overall impacts are likely to depend on implementation.
	Labour Supply (130 Hectares)	0	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	As above.
	Past Take-up Rates (270 Hectares)	0	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	The amount of employment land estimated as being required by this approach is significantly less than the current supply; although is more than the Labour Demand and Labour Supply approaches. The deallocations implied by this approach could increase greenhouse gas, emissions depending on what, if anything, is developed on those sites instead. There could be new employment land allocations with this approach in accessible locations that encourage the use of sustainable transport. The impact on this objective is dependent upon the scale and design of proposed development, including landscaping. Modern building regulations mean that buildings built will be significantly more energy efficient than the average building in the County. This could be enhanced further by the adoption of sustainable construction methods and incorporation of renewable energy. Also development may increase opportunities for improved and more viable public transport services as well as promoting 'greener' modes of transport by further developing and promoting the local network of walkways, cycleways, and multi-user routes. Overall, impacts are likely to depend on implementation.

<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	Business as Usual (755 Hectares)	0	0	x	Probable	Countywide	Potential for permanent effects	Maintaining the current supply of employment land is unlikely to positively contribute to the adaptation to the inevitable impacts of climate change. This is because it encourages businesses to remain at existing sites and so they are more likely to remain in buildings and facilities that are less well adapted to climate change. As this approach is likely to result in a significant oversupply of employment land, there is potentially a missed opportunity to use a proportion of the surplus land for other more appropriate and productive uses including housing that is better adapted to climate change than the current stock. Overall impacts are likely to be minor in the short and medium term and negative in the longer term as the impacts of climate change are increasingly felt.
	Labour Demand (132 Hectares)	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	Overall impacts are likely to depend on implementation as this approach implies significant deallocations of existing employment land and there is uncertainty as to what, if anything, will be developed on deallocated sites. It is advised that sites are subject to site specific flood risk assessments including a Sequential Test and Exceptions Test where necessary. Other mitigation measures could include the design, layout and scale of the proposed development (e.g. extent of hard-standing, SUDS, green infrastructure, green roofs, culverting etc.) and will be necessary if the site is deemed developable. In terms of enabling habitats or species of ecological importance to adapt to climate change, it is important that employment land avoids areas of high ecological value and not significantly negatively impact on Natura 2000 sites.
	Labour Supply (130 Hectares)	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	As above.
	Past Take-up Rates (270 Hectares)	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	Overall impacts are likely to depend on implementation as this approach implies deallocations of existing employment land; although less than the Labour Demand and Labour Supply approaches. It is also possible that new employment land sites will be allocated despite net deallocations. There is uncertainty as to what, if anything, will be developed on deallocated sites. It is advised that sites are subject to site specific flood risk assessments including a Sequential Test and Exceptions Test where necessary. This will enable sites' suitability in flood risk. Other mitigation measures could include the design, layout and scale of the proposed development (e.g. extent of hard-standing, SUDS, green infrastructure, green roofs, culverting etc.) and will be necessary if the site is deemed developable. In terms of enabling habitats or species of ecological importance to adapt to climate change, it is important that employment land avoids areas of high ecological value and not significantly negatively impact on Natura 2000 sites.
<b>10. To protect and enhance biodiversity and geodiversity</b>	Business as Usual (755 Hectares)	0	0	0	Indirect Impacts Possible	Countywide	Potential for permanent effects	Maintaining the current supply of employment land is unlikely to significantly impact on biodiversity and geodiversity. This is because maintaining the existing employment sites is likely to keep the impacts from those sites constant. There is potential for certain allocated sites to come in and out of use or for the nature of activity to change, which could positively or negatively affect biodiversity. This is particularly the case where

								unused but allocated sites have developed biodiversity value, which may be degraded if developed. Overall net impacts are likely to be minor. To ensure that adverse impacts are avoided/ mitigated it is recommended that an appropriate level of ecological assessment is carried out on sites to determine presence/ absence of protected species/ habitats. There may also be the potential to mitigate and compensate adverse impact on biodiversity over the long-term as e.g. buffering, translocation, structure planting etc.
	Labour Demand (132 Hectares)	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	Overall there is the potential for employment land to have an adverse impact on biodiversity (i.e. international, national and local protected habitats and species). Impacts are likely to be driven by various factors: e.g. area loss of greenfield sites, impacts from construction/ operations of allocated sites, and increased in traffic and associated air pollutants on particular routes. However, overall impacts are likely to depend on implementation and the quantity of employment land estimated as being required by this approach may mean that significant negative impacts are unlikely. Impacts would also depend on what happens to any deallocated sites (i.e. are they developed for non-employment uses or not). To ensure that adverse impacts are avoided/ mitigated it is recommended that an appropriate level of ecological assessment is carried out on sites to determine presence/ absence of protected species/ habitats. There may also be the potential to mitigate and compensate adverse impact on biodiversity over the long-term as e.g. buffering, translocation, structure planting etc.
	Labour Supply (130 Hectares)	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	As above.
	Past Take-up Rates (270 Hectares)	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	Overall there is the potential for employment land to have an adverse impact on biodiversity (i.e. international, national and local protected habitats and species). Impacts are likely to be driven by various factors: e.g. area loss of greenfield sites, impacts from construction/ operations of allocated sites, and increased in traffic and associated air pollutants on particular routes. This approach implies net deallocations, although it is possible that new employment sites will be allocated. Overall impacts are likely to depend on implementation and the quantity of employment land estimated as being required by this approach may mean that significant negative impacts are unlikely. Impacts would also depend on what happens to any deallocated sites (i.e. are they developed for non-employment uses). To ensure that adverse impacts are avoided/ mitigated it is recommended that an appropriate level of ecological assessment is carried out on sites to determine presence/ absence of protected species/ habitats. There may also be the potential to mitigate and compensate adverse impact on biodiversity over the long-term as e.g. buffering, translocation, structure planting etc.
<b>11. To protect and enhance the quality and</b>	Business as Usual (755 Hectares)	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	Maintaining the current supply of employment land is likely to result in missed opportunities to enhance the quality and character of some landscapes and townscapes. This is because currently unused or underutilised sites that could be deallocated will

<b>character of landscape and townscape</b>								remain undeveloped or with existing empty and unattractive buildings. There will be no new allocations of employment land but the significant oversupply is likely to make it more difficult to resist housing applications on employment land sites where housing is contrary to the strategic vision and objectives of the County, including when the development is likely to have adverse townscape and landscape impacts. Overall impacts are likely to be minor.
	Labour Demand (132 Hectares)	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	This approach is likely to result in significant deallocations of employment land compared to current levels. This is most likely to be those sites away from the key commercial areas that are undeveloped. Therefore, their deallocation is unlikely to significantly affect the quality and character of landscape and townscape. There is potential for a proportion of deallocated sites to be allocated to other uses such as housing which could have negative landscape and townscape impacts. However, these could be mitigated depending on implementation (e.g. design, scale, massing, etc.). Good masterplanning could mitigate and/ or improve and enhance the local landscape. Screening through tree planting would require a substantial amount of time to mature (10 years plus). Overall impacts are likely to be minor.
	Labour Supply (130 Hectares)	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	As above.
	Past Take-up Rates (270 Hectares)	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	This approach is likely to result in significant deallocations of employment land compared to current levels but less than under the Labour Demand and Labour Supply approaches. Emerging evidence indicates that the most attractive and accessible employment sites are mainly around the international, national and regional key commercial areas around Durham City and the main transport corridors (e.g. A1 and A19) where the majority of the County's population is. Therefore, deallocation of sites away from these areas is unlikely to significantly affect the quality and character of landscape and townscape. There is potential for a proportion of deallocated sites to be allocated to other uses such as housing which could have negative landscape and townscape impacts. This approach could also result in some new employment land being allocated which has the potential to impact on landscape and townscape character and quality depending on location, design and what, if anything, it replaces. However, these could be mitigated depending on implementation (e.g. design, scale, massing, etc.). Good masterplanning could mitigate and/ or improve and enhance the local landscape. Screening through tree planting would require a substantial amount of time to mature (10 years plus). There are opportunities to enhance the character and quality of landscape and townscape with new development so overall impacts are likely to depend on implementation.
<b>12. To protect and enhance cultural heritage and</b>	Business as Usual (755 Hectares)	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	Maintaining the current supply of employment land is likely to result in missed opportunities to protect and enhance cultural heritage and the historic environment. This is because currently unused or underutilised sites that could be deallocated will remain undeveloped or with existing empty and unattractive buildings. There will be no new



<b>the historic environment</b>								allocations of employment land but the significant oversupply is likely to make it more difficult to resist housing applications on employment land sites where housing is contrary to the strategic vision and objectives of the County, including when the development is likely to have adverse cultural heritage and historic environment impacts. Overall impacts are likely to be minor.
	Labour Demand (132 Hectares)	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	This approach is likely to result in significant deallocations of employment land compared to current levels. This is most likely to be those sites away from the key commercial areas that are undeveloped. Therefore, their deallocation is unlikely to significantly affect cultural heritage and the historic environment. There is potential for a proportion of deallocated sites to be allocated to other uses such as housing which could have negative cultural heritage and historic environment impacts. However, these could be mitigated depending on implementation (e.g. design, scale, massing, etc.). Good masterplanning could mitigate and/ or improve and enhance the local landscape. Screening through tree planting would require a substantial amount of time to mature (10 years plus). Overall impacts are likely to be minor.
	Labour Supply (130 Hectares)	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	As above.
	Past Take-up Rates (270 Hectares)	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	This approach is likely to result in significant deallocations of employment land compared to current levels but less than under the Labour Demand and Labour Supply approaches. This is most likely to be those sites away from the key commercial areas that are undeveloped. Therefore, their deallocation is unlikely to significantly affect cultural heritage and the historic environment. There is potential for a proportion of deallocated sites to be allocated to other uses such as housing, which could have impacts. This approach could also result in some new employment land being allocated which has the potential to impact on cultural heritage and the historic environment depending on location, design and what, if anything, it replaces. However, these could be mitigated depending on implementation (e.g. design, scale, massing, etc.). Good masterplanning could mitigate and/ or improve and enhance the local landscape. Screening through tree planting would require a substantial amount of time to mature (10 years plus). There are opportunities to enhance cultural heritage and the historic environment with new develop so overall impacts are likely to depend on implementation.
<b>13. To protect and improve air, water and soil resources</b>	Business as Usual (755 Hectares)	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	Maintaining the current supply of employment land could have positive or negative impacts on air, water and soil resources depending on implementation. Air quality may be adversely affected by development associated with employment land as it is likely to increase road traffic locally and potentially countywide. However, it is possible for individual sites to come in and out of use and for the employment use to change which could impact on commuting patterns and thus air pollution. It is recommended that investments are made in public transport and sustainable transport



							<p>options such walkways and cycle ways to encourage non private car travel where possible.</p> <p>Some sites due their size and location could result in a potentially significant increase in hardstanding which may mean that there is an adverse impact on surface/ ground water quality, infiltration rates, and run-off. Some greenfield/ agricultural land could be required if the estimated employment land requirement is developed and as such this is likely to have a negative impact on soil resources. Structure planting, along the lines of what already exists (i.e. mixed woodland, and hedgerows) would help to mitigate against this loss and protect soil resources.</p> <p>Overall impacts of this approach are likely to depend on implementation.</p>
Labour Demand (132 Hectares)	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	<p>Air quality may be adversely affected by development associated with employment land as it is likely to increase road traffic locally and potentially countywide. However, overall impact is likely to be dependent upon how sites operate and what site restrictions are imposed to manage potential air quality impacts. The quantity of employment land estimated as being required by this approach is likely to be less than the amount required by the working age population and so it may encourage commuting further afield to access jobs and thus have negative impacts on air quality. In addition, the quantity of air pollution will depend on what development, if any, is taken forward on deallocated employment land.</p> <p>Some sites due their size and location could result in a potentially significant increase in hardstanding which may mean that there is an adverse impact on surface/ ground water quality, infiltration rates, and run-off. Overall, impact is likely to depend upon how sites operate and what site restrictions are imposed to manage potential impact on water resources.</p> <p>Some greenfield/ agricultural land could be required if the estimated employment land requirement is developed and as such this is likely to have a negative impact on soil resources. Structure planting, along the lines of what already exists (i.e. mixed woodland, and hedgerows) would help to mitigate against this loss and protect soil resources.</p>
Labour Supply (130 Hectares)	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	As above.

	Past Take-up Rates (270 Hectares)	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	<p>Air quality may be adversely affected by development associated with employment land as it is likely to increase road traffic locally and potentially countywide. However, overall impact is likely to be dependent upon how sites operate and what site restrictions are imposed to manage potential air quality impacts. Although this approach is likely to result in net deallocations, new employment sites could also be allocated and their air quality impacts will depend on location and scale. In addition, the quantity of air pollution will depend on what development, if any, is taken forward on deallocated employment land.</p> <p>Some sites due their size and location could result in a potentially significant increase in hardstanding which may mean that there is an adverse impact on surface/ ground water quality, infiltration rates, and run-off. Overall, impact is likely to depend upon how sites operate and what site restrictions are imposed to manage potential impact on water resources.</p> <p>Some greenfield/ agricultural land could be required if the estimated employment land requirement is developed and as such this is likely to have a negative impact on soil resources. Structure planting, along the lines of what already exists (i.e. mixed woodland, and hedgerows) would help to mitigate against this loss and protect soil resources.</p>
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	Business as Usual (755 Hectares)	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	<p>Maintaining the current supply of employment land is unlikely to reduce waste or encourage the sustainable and efficient use of materials. This is because the current patterns of employment and travelling are unlikely to significantly change. It is possible that individual sites could change the type of activity on them or go in and out of use, which could affect levels of waste and the use of materials. There will be no new allocations of employment land but the significant oversupply is likely to make it more difficult to resist housing applications on employment land sites where housing is contrary to the strategic vision and objectives of the County, including when the development is likely to increase waste and material use. However, overall impacts are likely to be minor.</p>
	Labour Demand (132 Hectares)	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	<p>Overall impacts are likely to depend on implementation including the location, design and type of economic activity at each employment site. Appropriately located development using sustainable resources could help to reduce waste and encourage the sustainable and efficient use of materials. The significant deallocations implied by this approach mean that impacts will also depend on what, if anything, is developed on deallocated sites. The re-use of a proportion of vacant and underused employment sites provides opportunities to positively impact on reducing waste and encouraging the sustainable and efficient use of materials.</p>

	Labour Supply (130 Hectares)	✓/✗	✓/✗	✓/✗	Possible	Countywide	Potential for permanent effects	As above.
	Past Take-up Rates (270 Hectares)	✓/✗	✓/✗	✓/✗	Possible	Countywide	Potential for permanent effects	Overall impacts are likely to depend on implementation including the location, design and type of economic activity at each employment site. Appropriately located development using sustainable resources could help to reduce waste and encourage the sustainable and efficient use of materials. The deallocations implied by this approach mean that impacts will also depend on what, if anything, is developed on deallocated sites. The re-use of a proportion of vacant and underused employment sites provides opportunities to positively impact on reducing waste and encouraging the sustainable and efficient use of materials. There is potential for new sites to be allocated under this approach, despite net deallocations, and the location and implementation of such sites could also positively or negatively affect this objective.
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	Business as Usual (755 Hectares)	0	0	0	-	-	-	No clear link
	Labour Demand (132 Hectares)	0	0	0	-	-	-	No clear link
	Labour Supply (130 Hectares)	0	0	0	-	-	-	No clear link
	Past Take-up Rates (270 Hectares)	0	0	0	-	-	-	No clear link

## Policy 2: Employment Land Allocations

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

## Policy 3: Aykley Heads

SA/SEA Objective	Options	Magnitude and Duration of Effect			Likelihood of Effect	Geographic Scale	Permanent / Temporary	Commentary
		S	M	L				
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	a. Only reusing existing land currently used for employment, excluding any Green Belt land	0	0	0	Indirect impacts possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	The redevelopment of Aykley Heads, regardless of the extent of the development, is unlikely to significantly affect the opportunity for people to live in a decent affordable home as it will not result in an increase or decrease in the number of dwellings. It could change the quantity and quality employment opportunities in Durham City for the better, which could increase the number of people with the means to afford a decent home. However, overall impacts are likely to be minor.
	b. As above but also including land at County Hall car park currently in the Green Belt	0	0	0	Indirect impacts possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	
	c. As above but also including former police leisure centre and playing fields currently in the Green Belt	0	0	0	Indirect impacts possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	
	d. As above but only use Green Belt land when other areas have been redeveloped	0	0	0	Indirect impacts possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	

<b>2. To promote strong, secure communities</b>	a. Only reusing existing land currently used for employment, excluding any Green Belt land	✓/x	✓/x	✓/x	Possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	The redevelopment of Aykley Heads may alter patterns of car use, either positively or negatively, and so could affect the impacts of traffic (including HGVs) on communities. However, any development on the site should encourage the use of sustainable transport and require a Transport Assessment and Travel Plan to be developed. It should enhance existing and create new pathways that connect to adjoining transport facilities (e.g. Durham rail station) and routes. As such, if redevelopment of this site has regard for the provision and timing of transport infrastructure necessary to support it, as well as enhancing connectivity by sustainable modes of transport, the potential adverse impact on communities from increased traffic levels is likely to be mitigated/ reduced. However, the in-combination impacts of other proposed development, particularly in the north of the city, also needs to be taken into consideration in relation to phasing development to minimise adverse impact of increased traffic on communities. Improving the permeability of the site and connectivity from surrounding residential areas to the city centre by creating multi-user routes that link up the existing network may nonetheless help to foster a sense of community. Therefore, overall impacts depend on implementation regardless of the option chosen.
	b. As above but also including land at County Hall car park currently in the Green Belt	✓/x	✓/x	✓/x	Possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	
	c. As above but also including former police leisure centre and playing fields currently in the Green Belt	✓/x	✓/x	✓/x	Possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	
	d. As above but only use Green Belt land when other areas have been redeveloped	✓/x	✓/x	✓/x	Possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	a. Only reusing existing land currently used for employment, excluding any Green Belt land	✓	✓	✓	Probable	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	Redevelopment of existing developed land at Aykley Heads should improve education, training and life-long learning in the county through the quantity and quality of employment opportunities provided. This approach is likely to result in the least development and thus the least employment opportunities of the alternatives. Therefore, positive effects are likely to be less than under the other options, despite being positive overall.
	b. As above but also including land at County Hall car park currently in the Green Belt	✓	✓	✓	Probable	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	Redevelopment of existing developed land and the County Hall car park at Aykley Heads should improve education, training and life-long learning in the county through the quantity and quality of employment opportunities provided. This approach will result in more development than under option a. and so the benefits should be slightly greater and felt sooner.

	c. As above but also including former police leisure centre and playing fields currently in the Green Belt	✓	✓	✓✓	Probable	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	Redevelopment of Aykley Heads including some land currently in the Green Belt should improve education, training and life-long learning in the county through the quantity and quality of employment opportunities provided. This approach is likely to result in the most development and thus employment opportunities of the options. Therefore the positive effects are likely to be greater than those under the other options Significant benefits are unlikely to be felt until the longer term until the site gets fully utilised, however.
	d. As above but only use Green Belt land when other areas have been redeveloped	✓	✓	✓✓	Probable	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	Redevelopment of Aykley Heads should improve education, training and life-long learning in the county through the quantity and quality of employment opportunities provided. This approach will result in more development than under option a. and potentially option b. Benefits could be significant in the longer term as more plots are developed.
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	a. Only reusing existing land currently used for employment, excluding any Green Belt land	0	0	0	Indirect impacts possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	Developing existing employment land on the Aykley Heads site is unlikely to significantly affect health inequalities or healthy lifestyles. It could result in increased employment in the county, which could improve health outcomes. Overall net impacts are likely to be minor.
	b. As above but also including land at County Hall car park currently in the Green Belt	0	0	0	Indirect impacts possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	Developing existing employment land and the County Hall car park on the Aykley Heads site is unlikely to significantly affect health inequalities or healthy lifestyles. It could result in increased employment in the county, which could improve health outcomes. Overall net impacts are likely to be minor.
	c. As above but also including former police leisure centre and playing fields currently in the Green Belt	✓/x	✓/x	✓/x	Possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	This option could impact on health inequalities and healthy lifestyles as some areas potentially used for development under this option have recreational value with local communities and employees. Overall impacts are likely to depend on implementation as it is possible to design in features that encourage active lifestyles and active travel to work and to avoid those areas of the highest recreational value (e.g. wooded areas). The employment generated from the development may also contribute to more active lifestyles.

	d. As above but only use Green Belt land when other areas have been redeveloped	0	✓/x	✓/x	Possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	This option could impact on health inequalities and healthy lifestyles as some areas of Aykley Heads proposed for development under this option have recreational value with local communities and current employees. In the short term impacts are likely to be minor as existing developed sites are likely to be developed first before any open areas of recreational value. In the medium and longer term, overall impacts are likely to depend on implementation as it is possible to design in features that encourage active lifestyles and active travel to work and avoid areas of recreational value (e.g. woodlands). The employment generated may also contribute positively to improving health.
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	a. Only reusing existing land currently used for employment, excluding any Green Belt land	✓/x	✓/x	✓/x	Possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	Development should aim to encourage the use of sustainable transport and should require a Transport Assessment and Travel plan to be developed for the site. It could enhance existing and create new pathways that connect to adjoining transport facilities (e.g. Durham rail station) and routes. Regard should be given to the provision and timing of infrastructure necessary to support this site. However, whether development will in fact be supported by an appropriate level of infrastructure will depend on implementation and phasing of it in line with other proposed infrastructure (e.g. relief roads) and new development proposed for Durham city (particularly housing proposed for the north of the city). However, its location within Durham city is likely to mean that people have relatively easy access to new employment opportunities. It is possible for the business units to incorporate sustainable transport measures such as cycling storage, car share bays and for the site to develop cycleways and walkways. In addition, development at Aykley Heads is likely to generate more and better quality employment opportunities in Durham City, which may mean fewer people have to commute out of the city by car for work. Durham city has good sustainable transport links and this development could facilitate their use. However, development on the site could also encourage more in-commuting by private car from places with less good public transport links. Therefore, overall impacts depend on implementation.
	b. As above but also including land at County Hall car park currently in the Green Belt	✓/x	✓/x	✓/x	Possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	
	c. As above but also including former police leisure centre and playing fields currently in the Green Belt	✓/x	✓/x	✓/x	Possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	
	d. As above but only use Green Belt land when other areas have been redeveloped	✓/x	✓/x	✓/x	Possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	

<b>6. To alleviate deprivation and poverty</b>	a. Only reusing existing land currently used for employment, excluding any Green Belt land	✓	✓	✓	Probable	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	Development on the existing footprint of buildings is likely to help reduce deprivation and poverty as it should result in more private sector jobs and thus increase the resilience of the employment base in the county and provide opportunities for employment for those on lower incomes and those who are currently unemployed. However, the positive effects from this option are likely to be lower than those from the alternatives as it will result in the least development and potential for jobs.
	b. As above but also including land at County Hall car park currently in the Green Belt	✓	✓	✓	Probable	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	Development on the existing footprint of buildings and County Hall car park is likely to help reduce deprivation and poverty as it should result in more private sector jobs. This should increase the resilience of the employment base in the county and provide opportunities for employment for those on lower incomes and those who are currently unemployed.
	c. As above but also including former police leisure centre and playing fields currently in the Green Belt	✓	✓✓	✓✓	Probable	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	Development on the existing footprint of buildings and the car parks and on the former police leisure centre and playing fields are likely to result in more private sector jobs and thus increase the resilience of the employment base in the county and provide opportunities for those currently unemployed. In the medium and longer term, effects are likely to be significantly positive as more plots are developed and as this option is likely to result in the most development in the soonest possible time.
	d. As above but only use Green Belt land when other areas have been redeveloped	✓	✓	✓✓	Probable	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	Development on the existing footprint of buildings is likely to help reduce deprivation and poverty as it should result in more private sector jobs and thus increase the resilience of the employment base in the county and provide opportunities for employment for those on lower incomes and those who are currently unemployed. In the longer term, effects could be significantly positive as more plots are developed but those benefits could be felt later than under option c due to the phasing of development under this option.
<b>7. To develop a sustainable and diverse economy with</b>	a. Only reusing existing land currently used for	0	✓	✓	Probable	Countywide but Durham City and	Potential for permanent effects	Development on the existing footprint of buildings is unlikely to significantly contribute to a sustainable and diverse economy in the short term as it will not result in a significant change in the number or quality of jobs countywide. However, in the medium and longer



<b>high levels of employment</b>	employment, excluding any Green Belt land					Central Durham in particular		term effects are likely to be positive as it should result in more private sector jobs and thus increase the resilience and diversity of the employment base.
	b. As above but also including land at County Hall car park currently in the Green Belt	✓	✓	✓	Probable	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	Development on the existing footprint of buildings and the car parks is likely to result in more private sector jobs and thus increase the resilience and diversity of the economic and employment base in the county by reducing reliance on public sector jobs.
	c. As above but also including former police leisure centre and playing fields currently in the Green Belt	✓	✓	✓✓	Probable	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	Development on the existing footprint of buildings and the car parks and on the former police leisure centre and playing fields is likely to result in more private sector jobs and thus increase the resilience and diversity of the economic and employment base in the county and provide opportunities for those currently out of employment. The benefits in the longer term are likely to be significantly positive due to the scale of development proposed under this option.
	d. As above but only use Green Belt land when other areas have been redeveloped	✓	✓	✓✓	Probable	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	Development on the existing footprint of buildings and the car parks is likely to result in more private sector jobs and thus increase the resilience and diversity of the economic and employment base in the county and provide opportunities for those currently out of employment. The benefits in the longer term could be significantly positive due to the scale of development proposed under this option, if more plots are developed.
<b>8. To reduce the causes of climate change</b>	a. Only reusing existing land currently used for employment, excluding any Green Belt land	✓/x	✓/x	✓/x	Possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	The redevelopment of this extensive site is likely to consume significant amounts of energy and resources and therefore release greenhouse gas emissions. As a strategic employment site it is also has the potential to generate a significant volume of traffic. However, modern building regulations mean that the buildings will strive to achieve a high-level of energy efficiency. The adoption of sustainable construction methods and incorporation of renewable energy could also enhance this. A feasibility study to determine the suitability of district energy is currently being undertaken. The extent of Green Infrastructure retained and created on-site will also have
	b. As above but also including land at County Hall car park currently in the Green Belt	✓/x	✓/x	✓/x	Possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	

	c. As above but also including former police leisure centre and playing fields currently in the Green Belt	✓/x	✓/x	✓/x	Possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	an impact and may have positive effects. The encouragement of sustainable transport including a Transport Assessment and Travel plan should be developed for the site. It should enhance existing and create new pathways that connect to adjoining transport facilities (e.g. Durham rail station) and routes, which will assist in mitigating some transport emission impacts. Therefore, overall impacts depend on implementation regardless of the option chosen.
	d. As above but only use Green Belt land when other areas have been redeveloped	✓/x	✓/x	✓/x	Possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	a. Only reusing existing land currently used for employment, excluding any Green Belt land	✓/x	✓/x	✓/x	Possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	The site is located within the Environment Agency's Flood Zone 1 category area, which means there is little or no risk of the site flooding from sea or rivers. However, there are several unnamed streams that link to ponds to the north and south of the site as well as some identified risk from surface water flooding around existing development. As such, although development is unlikely to have any impact on flooding or restrict adaptation to climate change, mitigation measures including SUDs are recommended to address any surface water flooding issues. Development at Aykley Head is also unlikely to restrict movement of habitats and species. However, the site includes wooded areas and other green open space and these could provide connecting habitats for species of value. The retention and enhancement of such Green Infrastructure could help species adapt to climate change and provide wind and heat shading for the buildings. Therefore, regardless of the option is chosen, impacts depend on implementation.
	b. As above but also including land at County Hall car park currently in the Green Belt	✓/x	✓/x	✓/x	Possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	
	c. As above but also including former police leisure centre and playing fields currently in the Green Belt	✓/x	✓/x	✓/x	Possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	
	d. As above but only use Green Belt land when other areas have been redeveloped	✓/x	✓/x	✓/x	Possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	
<b>10. To protect and enhance biodiversity</b>	a. Only reusing existing land currently used for employment, excluding any Green Belt land	✓	✓	✓	Probable	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	Development on existing employment land is likely to positively contribute to the protection of biodiversity and geodiversity as the existing green space at Aykley Heads will be conserved and there is

<b>and geodiversity</b>								an opportunity to incorporate biodiversity improvements into design and layout.
	b. As above but also including land at County Hall car park currently in the Green Belt	✓	✓	✓	Probable	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	Development on existing employment land and the County Hall car park is likely to positively contribute to the protection of biodiversity and geodiversity as the existing green space at Aykley Heads will be conserved and there is an opportunity to incorporate biodiversity improvements into design and layout.
	c. As above but also including former police leisure centre and playing fields currently in the Green Belt	✗	✗	✓/✗	Probable	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	There are likely to be some negative impacts on biodiversity in the short and medium term as certain green areas of Aykley heads have potential biodiversity value and could provide connecting habitat for certain species. However, in the longer term impacts are likely to depend on implementation and how well the development is designed to incorporate biodiversity enhancements and to minimise negative impacts.
	d. As above but only use Green Belt land when other areas have been redeveloped	✓	✓	✓/✗	Probable	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	It is likely that in the short and medium term there will only be development on existing employment land, which is likely to positively contribute to the protection of biodiversity and geodiversity. However, some of the valuable biodiversity features of this attractive parkland landscape are likely to be removed or disturbed as a consequence of development on plots currently in green open spaces in the longer term. There is an opportunity to incorporate biodiversity improvements and minimise impacts with the buildings design and layout. Therefore long term impacts depend on implementation.
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	a. Only reusing existing land currently used for employment, excluding any Green Belt land	✓	✓	✓	Probable	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	This approach is likely to enhance the quality and character of landscape and townscape features by providing an opportunity to improve on the appearance of existing buildings through redevelopment. It also preserves the existing green areas at Aykley Heads, which contribute to the site's character.
	b. As above but also including land at County Hall car park	✓	✓	✓	Probable	Countywide but Durham City and	Potential for permanent effects	This approach is likely to enhance the quality and character of landscape and townscape features by providing an opportunity to improve on the appearance of existing buildings and County Hall car

	currently in the Green Belt					Central Durham in particular		park through redevelopment. It also preserves the existing green areas at Aykley Heads, which contribute to the site's character.
	c. As above but also including former police leisure centre and playing fields currently in the Green Belt	✓/x	✓/x	✓/x	Possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	Overall impacts are likely to depend on implementation as this option provides an opportunity to improve on the appearance of existing buildings through redevelopment. However, there may be negative effects from development on currently open green sites. This could be mitigated with considerate design and screening with Green Infrastructure.
	d. As above but only use Green Belt land when other areas have been redeveloped	✓	✓	✓/x	Probable	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	This approach is likely to enhance the quality and character of landscape and townscape features by providing an opportunity to improve on the appearance of existing buildings through redevelopment. It is likely to preserve the existing green areas at Aykley Heads in the short and medium term, which contribute to the site's character in the short and medium term. In the longer term, impacts depend on implementation (e.g. design, layout, screening etc.) as the currently undeveloped plots are built.
<b>12. To protect and enhance cultural heritage and the historic environment</b>	a. Only reusing existing land currently used for employment, excluding any Green Belt land	✓	✓	✓	Probable	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	This approach is likely to protect and enhance cultural heritage and the historic environment by providing an opportunity to improve on the appearance of existing buildings through redevelopment. It also preserves the existing green areas at Aykley Heads, contributing to setting and to the gateway into Durham City.
	b. As above but also including land at County Hall car park currently in the Green Belt	✓	✓	✓	Probable	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	This approach is likely to protect and enhance cultural heritage and the historic environment by providing an opportunity to improve on the appearance of existing buildings and the County Hall car park through redevelopment. It also preserves the existing green areas at Aykley Heads, contributing to setting and to the gateway into Durham City.
	c. As above but also including former police leisure centre and playing fields currently in the Green Belt	✓/x	✓/x	✓/x	Possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	Overall impacts are likely to depend on implementation as this option provides an opportunity to improve on the appearance of existing buildings through redevelopment but there may be negative effects from development on currently open green sites. This could

								be mitigated with considered design and screening with Green Infrastructure.
	d. As above but only use Green Belt land when other areas have been redeveloped	✓	✓	✓/x	Possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	This approach is likely to protect and enhance cultural heritage and the historic environment by providing an opportunity to improve on the appearance of existing buildings through redevelopment in the short and medium term. It also preserves the existing green areas at Aykley Heads, contributing to setting and to the gateway into Durham City. In the longer term, impacts depend on implementation (e.g. design, layout, screening etc.) as currently undeveloped plots are built on.
<b>13. To protect and improve air, water and soil resources</b>	a. Only reusing existing land currently used for employment, excluding any Green Belt land	0	0	0	Indirect impacts possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	Developing on the existing footprint of buildings is unlikely to have significant impacts on air, water and soil resources; as it shouldn't significantly change traffic from current levels or from what would be expected to happen under business as usual. In addition, this option avoids building on currently green open areas and so it shouldn't significantly affect water run-off or soil resources.
	b. As above but also including land at County Hall car park currently in the Green Belt	0	0	✓/x	Possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	Developing on the existing footprint of buildings and the car park is unlikely to have significant impacts on air, water and soil resources in the short and medium term; as it shouldn't significantly change traffic from current levels or from what would be expected to happen under business as usual. In addition, this option avoids building on currently green open areas and so it shouldn't significantly affect water run-off or soil resources. In the longer term, impacts depend on implementation is there is potential for additional traffic to be generated and thus have a negative impact on air quality. This could be mitigated with appropriate investment in sustainable transport options and cycleways and walkways.
	c. As above but also including former police leisure centre and playing fields currently in the Green Belt	x	✓/x	✓/x	Possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	In the short term, impacts on air quality are likely to be negative as development is likely to generate additional traffic, including from construction vehicles and dust from the construction itself. In addition, investment in sustainable transport options, cycleways and walkways and links to the rail station take time to build and be used. In the medium and longer term, impacts depend on implementation as is there is potential for additional traffic to be generated and thus

								have a negative impact on air quality. However, this could be mitigated with appropriate investment in sustainable transport options and cycleways and walkways. Other investments in the county such as the relief roads could help to mitigate traffic impacts in Durham City.
	d. As above but only use Green Belt land when other areas have been redeveloped	0	✓/x	✓/x	Possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	Developing on the existing footprint of buildings and the car park is unlikely to have significant impacts on air, water and soil resources in the short term; as it shouldn't significantly change traffic from current levels or from what would be expected to happen under business as usual. In addition, this option avoids building on currently green open areas until later in the plan period and so it shouldn't significantly affect water run-off or soil resources. In the medium and longer term, impacts depend on implementation is there is potential for additional traffic to be generated and thus have a negative impact on air quality. This could be mitigated with appropriate investment in sustainable transport options and cycleways and walkways. Other investments in the county such as the relief roads could help to mitigate traffic impacts in Durham City.
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	a. Only reusing existing land currently used for employment, excluding any Green Belt land	0	0	0	Indirect impacts possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	Significant materials are likely be used in construction on this site regardless of the option chosen. However, if sustainable waste management techniques are employed to reduce waste and ensure resources are used as efficiently as possible, impacts are unlikely to be significant. The adoption of sustainable construction methods could further increase the resource efficiency of the development.
	b. As above but also including land at County Hall car park currently in the Green Belt	0	0	0	Indirect impacts possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	
	c. As above but also including former police leisure centre and playing fields currently in the Green Belt	0	0	0	Indirect impacts possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	

	d. As above but only use Green Belt land when other areas have been redeveloped	0	0	0	Indirect impacts possible	Countywide but Durham City and Central Durham in particular	Potential for permanent effects	
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	a. Only reusing existing land currently used for employment, excluding any Green Belt land	0	0	0	-	-	-	No clear link.
	b. As above but also including land at County Hall car park currently in the Green Belt	0	0	0	-	-	-	
	c. As above but also including former police leisure centre and playing fields currently in the Green Belt	0	0	0	-	-	-	
	d. As above but only use Green Belt land when other areas have been redeveloped	0	0	0	-	-	-	

**Policy 4: Housing (Distribution of Housing)**

Table 4 Policy 4 Issue/Options: How to distribute housing in County Durham									
SA/SEA Objective	Housing Distribution Option	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
		S	M	L					

1. To provide everybody with the opportunity to live in a decent and affordable home	<b>Main Town Focus</b>	✓	✓	?	Certain	Durham City, South and West Durham	Permanent Direct	<p>Overall this option is considered likely to have positive effects in the delivery of affordable homes. This is because with a significantly higher percentage of housing allocated to Durham City (approximately 4,090 homes equating to 24% overall when including commitments etc) compared to the other monitoring areas, it is considered likely that this approach will provide the greatest opportunity to delivery affordable homes. This is based on the fact that Durham City is a 'high value' market area and so viability concerns are less of a concern here compared to lower value areas (Source: CP Viability Ltd, 2017, 'Residential Market Assessment of County Durham and the Likely Delivery of Suitable SHLAA Sites', draft version to be published). However, with such a significant proportion of new housing being allocated within Durham City, delivery rates across other monitoring areas may be affected as a result; meaning that affordable housing may not be delivered where there is a need in other parts of the County.</p> <p>Given that the SA Scoping Report identifies there is a lack of affordable housing available to residents in West Durham, this may be an issue depending on the proportion of affordable units being built via the delivery of commitments, small sites, etc. West Durham is also a concern given the lack of emphasis on rural housing under this option, which could lead to an escalation of affordability issues in rural areas. There is therefore a degree of uncertainty regarding the impacts of this option over the long-term.</p> <p>Analysis also identifies a lack of 3 and 4 bedroom homes, detached properties and bungalows in the County Durham housing market (Source: CP Viability Ltd, 2017, 'Residential Market Assessment of County Durham and the Likely Delivery of Suitable SHLAA Sites', draft version to be published). Given the size and location of proposed sites associated with this option it is more likely that such properties could be delivered; enabling future development to address identified mismatches in the housing market and reflect household aspirations.</p>	- - - -
	<b>Sustainable Communities</b>	✓	✓	✓	Probable	Durham City, South, Mid, East, Central, North, North West, and West Durham	Permanent Direct	<p>This housing distribution, like the Main Towns option, seeks to direct a high proportion of new housing to 'high value' market areas such as Durham City and other larger towns (i.e. it is driven by market attractiveness and deliverability of housing). For instance, the sites allocated under this option provide capacity for approximately 1,590 homes in Durham City. As such, it is considered that impacts identified above will be broadly similar for this option; including concerns about affordability issues in West Durham. However, arguably with a more balanced distribution of new housing there is potential for the delivery of affordable homes to be more widespread, as opposed to concentrated</p>	



								in Durham City. This could result in more widespread benefits and less uncertainty over deliverability in the long-term. Analysis also identifies a lack of 3 and 4 bedroom homes, detached properties and bungalows in the County Durham housing market (Source: CP Viability Ltd, 2017, 'Residential Market Assessment of County Durham and the Likely Delivery of Suitable SHLAA Sites', draft version to be published). Given the size and location of proposed sites associated with this option it is more likely that such properties could be delivered; enabling future development to address identified mismatches in the housing market and reflect household aspirations.	
	<b>Central Durham Villages</b>	✓	✓/x	✓/x	Probable	Central Durham as well as Durham City, South, Mid, East, North, North West and West Durham	Permanent Direct	<p>This options seeks to concentrate the highest proportion of new housing within the Central Durham monitoring area. In particular, approximately 1,300 units are allocated in a strategic extension to Meadowfield, which is within a 'medium-low' market value area. Given that emerging evidence demonstrates a significant uplift in land values within Durham City once planning permission has been secured (Source: CP Viability Ltd, 2017, 'Residential Market Assessment of County Durham and the Likely Delivery of Suitable SHLAA Sites', Appendix 7, draft version to be published), it is considered probable that this option will provide fewer opportunities to deliver as many affordable homes as the Main Towns and Sustainable Communities options due to the relative 'market attractiveness' of proposed sites and potential viability issues. This is despite the fact that impacts in other monitoring areas are the same as those identified for the Sustainable Communities option.</p> <p>As such short-term positive effects have been identified, with development attracted to the stronger market areas first. There is still the potential to deliver affordable homes as a result of this option, but overall it is considered that success of this will depend on implementation and the relative land values of specific sites as this will determine the final number of affordable units delivered.</p> <p>Analysis also identifies a lack of 3 and 4 bedroom homes, detached properties and bungalows in the County Durham housing market (Source: CP Viability Ltd, 2017, 'Residential Market Assessment of County Durham and the Likely Delivery of Suitable SHLAA Sites', draft version to be published). Given the size and location of proposed sites associated with this option may enable such properties to be delivered; and for future development to address identified mismatches in the housing market and reflect household aspirations.</p>	
	<b>Wider Dispersal</b>	✓	✓/x	x	Probable	Countywide	Permanent Direct	The Wider Dispersals housing distribution option has a considerably lower percentage of new housing allocated for Durham City and other 'high value' market areas compared to the other options. By comparison	

								<p>the highest proportions of new housing are allocated for East, South and Mid Durham (i.e. each 17%), which are the less affluent parts of the County, with some pockets of high deprivation. As such, this approach is more focussed those areas which are in need of regeneration and so overall viability could be a significant concern relating to the delivery of new housing under this option (i.e. less attractive to the market); and therefore the delivery of affordable housing. As previously stated, development is likely to be attracted initially to those areas with strong markets, with other areas unlikely to see similar levels of interest, certainly over the short term. Once the sites in the identified higher value areas have been built out, there is potential for adverse effects over the long-term if opportunities to provide a level of affordable housing that meets identified need are restricted.</p> <p>Analysis also identifies a lack of 3 and 4 bedroom homes, detached properties and bungalows in the County Durham housing market (Source: CP Viability Ltd, 2017, 'Residential Market Assessment of County Durham and the Likely Delivery of Suitable SHLAA Sites', draft version to be published). However, given the size and location of proposed sites associated with this option is arguably less likely to enable such properties to be delivered; and for future development to address identified mismatches in the housing market and reflect household aspirations.</p>	
	<b>New Town (Between A1 &amp; A19)</b>	✓/x	✓/x	x	Probable	Countywide	Permanent	<p>There would be allocations to other main towns similar to the Wider Dispersal approach. The identification of a new town site may also have deliverability issues, as it is not necessarily where there is identified need. This option is likely to increase pressure on housing in some of the existing key towns, where land values and therefore viability is high.</p>	
<b>2. To promote strong, secure communities</b>	<b>Main Town Focus</b>	✓/x	x	xx	Probable	Durham City Countywide	<p>Temporary, potential for permanent</p> <p>Direct</p> <p>Indirect</p> <p>Residual</p>	<p><u>Cohesive communities</u>: With housing allocated under this scenario within several large urban extensions this offers opportunities to create well-designed cohesive new communities (e.g. including local centres, green infrastructure a mix of size and types of homes). However, the effectiveness of this will depend on the masterplanning, permeability of these sites, on-site facilities as well as the overall housing mix. At this point it is considered such effects will depend on implementation, with the potential for positive and negative effects. Given the sheer quantum of development proposed for Durham City under this scenario (i.e. approximately 6,234 homes when including commitments, etc) it is considered that there is potential for adverse effects overall, particularly over the long-term, if new developments do not manage to foster a sense of community or there is a lack of wider-engagement of new</p>	<b>SOC1: Develop masterplans for proposed strategic housing allocations to ensure that cohesive well-designed new communities are created.</b>

								<p>residents. This prediction is made with the background understanding of what current residents see as the pressures put on local communities within the city by students. In relation to the commitments, completions etc (within Durham City and the rest of the County) there is potential for positive effects here given development has been approved (i.e. acceptable in planning terms), but overall other impacts associated with this distribution will depend on implementation.</p> <p>By directing a housing to higher value market areas there are likely to be greater opportunities to deliver affordable and specialist housing to meet a variety of needs (e.g. older person's and adaptable homes).</p> <p><u>Road Congestion Impacts:</u> This housing distribution provides significant opportunities to promote sustainable transport use as well as reduce the need to travel (see objective 5 comments); and therefore minimise the impacts on communities (e.g. noise, air pollution, road safety, etc). This along with the city's high levels of self-containment (i.e. 55% of workers live and work in Durham city) will help to minimise the number of private car trips generated by the housing proposals. However, due to the quantum of development to the city along with the cumulative impact of commitments, etc for other parts of the County, the congestion on the strategic and local road network in/ around/ leading to the city in particular is likely to exacerbated. Certain parts of the strategic road network are already reaching maximum capacity at peak times (e.g. A167). Due to the location of Snipereley and North of Arnison allocations, when this is combined with likely routes for commuting in-flow traffic to Durham City from the North and West, there is potential for adverse impacts on local communities. Without phasing developments with required infrastructure improvements as well as significant investment, adverse effects are likely, with effects worsening over the long-term as development increases (SOCX). It is also noted that the communities of Durham City are likely to be affected by high-levels of HGV movements due to the concentration of construction and this is likely to have an adverse effect as well.</p>	<p><b>SOC2: Secure developer contributions to ensure sustainable transport infrastructure and require improvements to the strategic road network are delivered.</b></p> <p><b>SOC3: Ensure new housing development is phased in accordance with the delivery of required infrastructure and sustainable transport improvements.</b></p> <p><b>SOC4: Continue to work in close partnership with Durham University regarding student accommodation applications and</b></p>
	<b>Sustainable Communities</b>	✓/x	x	✓/x	Possible	Countywide and neighbouring authorities	<p>Temporary, potential for permanent</p> <p>Direct</p> <p>Indirect</p> <p>Residual</p>	<p><u>Cohesive Communities:</u> Although this scenario still places focus on Durham city, it is less so than the Main Towns approach. As such the impacts associated with Durham city in terms of cohesive communities are likely to be less severe, with greater potential for positive effects within the city and in other parts of the County due to a more even distribution of proposed housing. This distribution aims to deliver growth to the larger towns and villages across the County which will help to protect existing communities and ensure their long-term viability/vibrancy. However, the effectiveness of this will depend on</p>	

							<p>implementation overall as they will be determined by location and design of sites as well as the mix of housing. As above it is advised that strategic sites are masterplanned to ensure such urban extensions offer the best opportunity to create cohesive new communities that can integrate (SOCX). Arguably there may be greater potential for cohesive communities where proposed sites are smaller, located within settlements, and are not perceived by residents to be 'excessive' in terms of housing already delivered in that area over recent years. By directing a good proportion of housing to higher value market areas there are likely to be good opportunities to deliver affordable and specialist housing to meet a variety of needs (e.g. older person's and adaptable homes).</p> <p><u>Road Congestion Impacts:</u> This housing distribution provides opportunities to promote sustainable transport use as well as reduce the need to travel (see objective 5 comments); and therefore minimise the impacts on communities (e.g. noise, air pollution, road safety, etc). However, considering commuting patterns of County residents from particular settlements as demonstrated by the 2011 census (e.g. the draw of Durham City/ Tyneside/ Sunderland/ Tees Valley) proposed allocations as well as commitments etc cumulatively is likely to exacerbate existing road congestion problems. Certain parts of the strategic road network are already reaching maximum capacity at peak times (e.g. A167). Adverse effects are more likely if required infrastructure to address issues is not delivered and phased with new development. There is therefore the potential for adverse effects for various communities across the County and in neighbouring authorities; particularly along key 'A roads'. As noted above, the distribution of development to high market value areas should help to ensure that significant developer contributions can be secured to help fund such infrastructure and mitigate impacts on communities.</p> <p>It is considered that overall there is the potential for adverse effects in the medium-term when considering both these elements.</p>	<p><b>associated concerns.</b></p> <p><b>SOC5: Local Plan policies to ensure new housing delivered provides an appropriate mix in size and type of residential accommodation to meet residents' needs and aspirations.</b></p>
	<b>Central Durham Villages</b>	✓/x	x	xx	Probable	County Durham (neighbouring authorities)	<p>Potential for permanent</p> <p>Direct</p> <p>Indirect</p> <p>Residual</p> <p><u>Cohesive Communities:</u> As with the Sustainable Communities, this option aims to deliver growth to the larger towns and villages across the County. The only differences presented by this scenario is between the allocations to Durham City and Central; with a significant proportion allocated to the villages around Durham City in this option. As such, the commentary is broadly similar and effectiveness in creating cohesive communities dependent upon implementation overall. However, with less housing developments directed to higher value market areas in this scenario there are likely to be fewer opportunities to deliver affordable</p>	

							<p>and specialist housing to meet a variety of needs (e.g. older person's and adaptable homes). As such it is less likely that it will cater for the needs of all members of the community; which would result in adverse effects.</p> <p><u>Road Congestion Impact:</u> It is considered that, as with the commentary under Objective 5 for this option, that the impacts of road congestion and increased number of trips on communities outweighs the potential positives noted above. As with the sustainable communities option, commuting patterns from most of the County is such that cumulatively housing has the potential to exacerbate existing road congestion problems across the County and into neighbouring authorities. In addition this option allocates a high proportion of housing to Central Durham and evidence demonstrates that almost half (43%) of trips originating in Central Durham terminate in Durham City (Source: Jacobs, 2016, 'County Durham Travel Patterns: 2011 Census Data Analysis', p. 14); making Durham City a key destination for this part of the County. As such, a significant amount of trips will be generated. The existing public transport infrastructure of many of settlements, opportunities to encourage sustainable modes, and distances involved are likely to mean that many of these trips will be made by private car. This is despite current/ future investment in walking and cycling infrastructure and creation of 'Cycling Super Routes'. There is therefore less potential for this housing distribution to support a modal shift. Consequently this is likely to lead to adverse effects on communities if strategic and local roads become more congested. To help mitigate such impacts it is vital that transport infrastructure improvements are delivered and phased with new housing. However, directing a smaller proportion of housing to 'high value market areas' means there is a degree of uncertainty as to whether the required developer contributions to fund necessary infrastructure can be achieved due to viability concerns. Hence, as the quantum of development increases impacts on communities are likely to worsen.</p>	
	<b>Wider Dispersal</b>	✓/x	x	x x	Probable	Countywide and neighbouring authorities	<p>Potential for permanent</p> <p>Direct</p> <p>Indirect</p> <p>Residual</p>	<p><u>Cohesive Communities:</u> This distribution also aims to deliver growth to the larger towns and villages across the County which will help to protect existing communities and ensure their long-term viability/ vibrancy. However, the effectiveness of this will depend on implementation overall as they will be determined by location and design of sites as well as the mix of housing. As above it is advised that strategic sites are masterplanned to ensure such urban extensions offer the best opportunity to create cohesive new communities that can integrate (SOCX). Arguably there may be greater potential for cohesive communities where proposed sites are smaller, located within</p>

							<p>settlements, and are not perceived by residents to be 'excessive' in terms of housing already delivered in that area over recent years. However, a significant proportion of housing is directed to lower value market areas in this scenario (e.g. East, South, and Mid Durham) and so there will be fewer opportunities to deliver affordable and specialist housing to meet a variety of needs (e.g. older person's and adaptable homes). As such it is less likely that it will cater for the needs of all members of the community; which would result in adverse effects.</p> <p><u>Road Congestion Impacts:</u> As with the Central Durham villages option, it is considered this element outweighs the potential positives cited above as adverse impacts from road congestion are considered more likely and severe. As detailed under objective 5 for this option, housing distribution under this scenario is likely to result in more trips made by private car by increasing the need to travel (to employment in particular) and with limited opportunities to encourage a modal shift to more sustainable modes. As such, it is considered likely that road traffic congestion on the strategic and local road networks across the County (and indeed into neighbouring authorities considering commuting patterns from the North, North-West, East, and South Durham) will be exacerbated (e.g. A167, A1 and A19 junctions). To help mitigate such impacts it is vital that transport infrastructure improvements are delivered and phased with new housing. However, directing a higher proportion of housing to 'low value market areas' means it is less likely the required developer contributions to fund necessary infrastructure can be achieved due to viability concerns. Hence, as the quantum of development increases impacts on communities are likely to worsen.</p>		
	New Town (Between A1 & A19)	✓/x	✓/x	✓/x	Depends upon Implementation	Countywide	Permanent	The development of a new town is not likely to impact upon existing communities significantly, however certainly in the vicinity of the new town, there are likely to be specific impacts from increased traffic, including from HGV's for a considerable period. Within the new town there are opportunities to design it in such a way as to enhance a sense of safety and security and encourage a sense of community, although this may be over a longer term. Development at this scale will assist in ensuring walking, cycling and public transport are planned throughout, which may assist in improving community cohesion.	
<b>3. To improve education, training and life-long learning, and</b>	<b>Main Town Focus</b>	✓/x	xx	x	Possible	Durham City	Permanent Direct Residual	<u>Access to Educational Facilities:</u> It is considered that access to educational facilities (e.g. primary and secondary schools, colleges and Durham University) is likely to be good given that the majority of housing is focussed on Durham City, which is a compact city which provides opportunities to use sustainable modes of transport to access	<b>SOCX: Secure required developer contributions</b>

<p><b>maintain a healthy labour market</b></p>							<p>services/ facilities etc as distances are unlikely to be excess and discourage people from walking, cycling etc. Due to the size and location of the proposed strategic urban extensions under this option there also maybe potential for local service centres (e.g. include a primary school to be provided on one of the sites) as well as opportunities to make substantial improvements to walking, cycling and public transport infrastructure to help contribute to a modal shift towards more sustainable modes; and support the priorities of the Durham City Sustainable Transport Plan.</p> <p><u>Capacity/ Quality &amp; Quantity of Educational Facilities:</u> Despite the positive effects of good/ convenient access to educational facilities provided by this option, it is considered that the impact of predicted increase in pupil numbers (e.g. The Council predicts that there will be an additional <b>1,227</b> primary school pupils and <b>492</b> secondary school pupils generated as a result of the housing allocations) which would need to be accommodated in schools around Durham City outweighs such positives; particularly over the medium- and long-term as housing development is delivered. This is in the context of current capacity issues at such schools as identified in the County Durham IDP 2017-2035. The Council considers that substantial investment in new educational facilities will be required in order to mitigate such an increase:</p> <p><u>Primary:</u> 3 new schools; an extension of approximately 320 places at another and 1 additional classroom.</p> <p><u>Secondary:</u> 18 additional classrooms and other facilities across the three secondary schools.</p> <p>Directing housing to high value market areas like Durham City and assembling it on a few strategic sites provides greater opportunities to secure substantial developer contributions to provide for necessary infrastructure compared to the other options. However, due to the level of investment required, the scale of infrastructure requirements in this case and the concentrated geographic area affected, there is the risk that it will not meet demands or be delivered in time for the quantity and quantity of education to remain unaffected. Depending on implementing and phasing of housing with such infrastructure, there is the potential for significant adverse effects over the medium-term (e.g. phasing of infrastructure with new housing and current pressures) and residual adverse effects over long-term if there remains some capacity issues at particular institutions (e.g. secondary schools) and whether there are options to improve this.</p>	<p><b>to deliver improvement s as identified and ensure that such infrastructure is phased in accordance with the delivery of new housing to ensure that educational needs are met.</b></p> <p><b>SOCX: Ensure the requirements of educational infrastructure is a key consideration when refreshing the County Durham Viability Assessment.</b></p> <p><b>SOCX: The Council to work even more closely with developers and delivery partners to ensure that</b></p>
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							<p>There is no evidence available to determine impacts of housing distribution on New College or Durham University. However, as Durham County Council has a statutory requirement to provide school places, the context for this post 16 education is different.</p> <p><u>Educational Aspirations/ Lifelong Learning:</u> No direct link or direct impacts.</p>	<p><b>the necessary educational infrastructure can be funded, delivered and phased in accordance with new housing.</b></p>
<b>Sustainable Communities</b>	✓	✓/x	✓	Possible	Durham City, North, Mid, South and East Durham	Permanent Direct	<p><u>Access to Educational Facilities:</u> Access to educational facilities (e.g. schools, colleges and Durham University) is overall likely to be good under this option as housing is proposed on sites in/ around the County's larger towns, which will have better service provision and access to services/ facilities to smaller or more rural settlements. Given the scale and location of some of the larger sites proposed (e.g. Sniperely Park and Low Copelaw) there may also be opportunities to make substantial improvements to walking, cycling and public transport infrastructure to help contribute to a modal shift towards more sustainable modes; and support the priorities of the Durham City Sustainable Transport Plan. Overall therefore positive effects have been identified in terms of access to educational facilities under this option.</p> <p><u>Capacity/ Quality &amp; Quantity of Educational Facilities:</u> Even though significant investment in educational infrastructure will be required, given the less concentrated distribution of housing it is considered that capacity issues associated with this option may be less severe than the Main Towns option. Moreover this option still directs a high proportion of new housing to 'high value' market areas with several strategic sites, and so it is considered that it still offers opportunities to secure substantial developer contributions to provide for necessary infrastructure compared to the other options. As such, the potential for adverse effects in terms of capacity issues at educational facilities is not considered as severe substantial or to outweigh the positive effects identified in terms of access. Over the medium-term there is the potential for some capacity issues in certain settlements depending on the phasing of infrastructure with housing and as such a combination of impacts have been identified. The Council considers that the main areas of investment in new educational facilities will be required in order to mitigate housing associated with this option:</p> <p><u>Durham City:</u> Primary: 1 school (approx. 525 places) and 1 additional classroom. Secondary: 7 additional classrooms across 3 secondary schools.</p> <p><u>North-West Durham:</u> Secondary: 5 additional classrooms.</p>	



								<p><u>Mid Durham:</u> Primary: 1 new school (approx. 530 places) and 2 classrooms. Secondary: 3 classrooms</p> <p><u>South Durham:</u> Primary: 1 school (approx. 210 places) and 2 classrooms. Secondary: 47 places.</p> <p><u>East Durham:</u> Primary: 1 school (approx.. 525) Secondary: 6 classrooms and 3 places.</p> <p>There is no evidence available to determine impacts of housing distribution on New College or Durham University. However, as Durham County Council has a statutory requirement to provide school places, the context for this post 16 education is different.</p> <p><u>Educational Aspirations/ Lifelong Learning:</u> No direct link or direct impacts.</p>
	<b>Central Durham Villages</b>	✓	✓/x	✓/x	Possible	Central, North, Mid, South and East Durham	Permanent  Direct	<p><u>Access to Educational Facilities:</u> As with the Sustainable Communities, this option is also overall likely to offer good access to education facilities (e.g. schools, colleges and Durham University). This is primarily because the majority of sites proposed under this option are the same (e.g. in North, Mid, South and East Durham), with the key difference being in Durham City and Central Durham (i.e. a higher proportion of housing is allocated to Central Durham). However, given the scale and location of some of the larger sites in this case (e.g. Meadowfield South Extension and Cook Avenue) there may be fewer opportunities to make substantial improvements to walking, cycling and public transport infrastructure to help contribute to a modal shift towards more sustainable modes. Positive effects overall have been identified in terms access to educational facilities.</p> <p><u>Capacity/ Quality &amp; Quantity of Educational Facilities:</u> Even though significant investment in educational infrastructure will be required, given the less concentrated distribution of housing it is considered that capacity issues associated with this option may be less severe than the Main Towns option and comparable to those for sustainable communities. However, there is a significant uplift in land values within Durham City once planning permission has been secured (Source: CP Viability Ltd, 2017, 'Residential Market Assessment of County Durham and the Likely Delivery of Suitable SHLAA Sites', Appendix 7 draft version to be published). This option directs a high proportion to Central Durham as opposed to Durham City; hence it is considered that it could offer fewer opportunities to secure substantial developer contributions</p>

							<p>to provide for necessary infrastructure. This is particularly pertinent when the Meadowfield South site (e.g. accommodate approx. 1300 homes) is located within a 'medium-low' value area. As such, over the medium and long-term there may be some capacity issues in certain settlements depending on the phasing of infrastructure with housing and as such a combination of impacts have been identified – i.e. capacity issues do not outweigh positive accessibility impacts. The Council considers that the main areas of investment in new educational facilities will be required in order to mitigate housing associated with this option:</p> <p><u>Central Durham:</u> Primary: 1 school (approx. 420 places) and 3 classrooms. Secondary: 5 additional classrooms and additional facilities across Durham City schools.</p> <p><u>North-West Durham:</u> Secondary: 5 additional classrooms.</p> <p><u>Mid Durham:</u> Primary: 1 new school (approx. 530 places) and 2 classrooms. Secondary: 3 classrooms</p> <p><u>South Durham:</u> Primary: 1 school (approx. 210 places) and 2 classrooms. Secondary: 47 places.</p> <p><u>East Durham:</u> Primary: 1 school (approx.. 525) Secondary: 6 classrooms and 3 places.</p> <p>There is no evidence available to determine impacts of housing distribution on New College or Durham University. However, as Durham County Council has a statutory requirement to provide school places, the context for this post 16 education is different.</p> <p><u>Educational Aspirations/ Lifelong Learning:</u> No direct link or direct impacts.</p>	
	<b>Wider Dispersal</b>	✓/x	x	x	Possible	North, Mid, South, and East Durham	<p>Permanent</p> <p>Direct</p> <p>Residual</p> <p><u>Access to Educational Facilities:</u> As with the other options, the Wider Dispersal approach is also likely to offer relatively good access to educational facilities (e.g. schools) overall as housing is directed to the larger towns across the County. Overall this is considered to be positive. However, given that this option includes more and smaller sites dispersed around the County compared to other options, it is considered that there may be fewer opportunities to make substantial improvements to walking, cycling and public transport infrastructure to help contribute to a modal shift towards more sustainable modes.</p>	

							<p>Overall impacts are considered to be positive, but the potential impacts on the capacity of educational facilities and the ability to secure the necessary infrastructure contributions is considered to outweigh them.</p> <p><u>Capacity/ Quality &amp; Quantity of Educational Facilities:</u> With a more dispersed distribution of housing it is considered that this option will put less pressure on educational facilities than other options. This is evident from the investment priorities identified for this option. The Council considers that the main areas of investment in new educational facilities will be required in order to mitigate housing associated with this option:</p> <p><u>Central Durham:</u> Primary: 3 additional classrooms and part contributions to further classrooms.</p> <p><u>North- West Durham:</u> Primary: 3 additional classrooms and part contributions to further classrooms. Secondary: 5 additional classrooms.</p> <p><u>Mid Durham:</u> Primary: 1 school and 3 additional classrooms.</p> <p><u>South Durham:</u> Primary: 1 school, 2 additional classrooms and part contributions to further classrooms. Secondary: 47 additional places.</p> <p><u>East Durham:</u> Primary: 1 school, 3 additional classrooms and part contributions to further classrooms. Secondary: 9 places plus part contribution to further classrooms.</p> <p>Despite this, a higher proportion of new housing under this option is directed to 'medium' and 'low value' market areas (e.g. approx. 65% of total new housing allocated under this option is proposed for Mid, South, North West and East Durham). It is considered that this combined with the fact that this option includes fewer strategic allocations will result in fewer opportunities to secure substantial developer contributes to provide for necessary infrastructure compared to other options. Given the relative low land values viability is also likely to be more of a concern under this option. It is also noted that many of the investment priorities identified against educational facilities are classified as part contributions (i.e. Council cannot charge a developer for a full classroom as the development is only responsible for a proportion of a classroom). As such, in order for the necessary infrastructure to be delivered the Council would either need to make a</p>	
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							<p>capital bid itself or seek combined developer contributions to balance uplift the part contribution. Arguably this approach to securing funds may be less reliable or time-efficient and so may lead to a lag in the delivery of infrastructure compared to housing. Overall, therefore it is considered that adverse effects in terms of capacity of educational facilities over the medium- and long-term are possible. Given the other comments above, such issues could also outweigh some of the positive effects for accessibility. Possible adverse effects over the medium- and long-term have therefore been identified.</p> <p>There is no evidence available to determine impacts of housing distribution on New College or Durham University. However, as Durham County Council has a statutory requirement to provide school places, the context for this post 16 education is different.</p> <p><u>Educational Aspirations/ Lifelong Learning:</u> No direct link or direct impacts.</p>		
	<b>New Town (Between A1 &amp; A19)</b>	x	✓	✓	Certain	Countywide	Permanent	<p>Any development will need significant infrastructure requirements, including schools. In the short term it may be that access to facilities may not be improved, however over the medium and longer term as more development is built out, more infrastructure will also be built to support the housing.</p> <p>With the economic market areas at Durham City, the A1 and A19, the development of a new town within this location may help to improve access to training opportunities and raise employment aspirations.</p>	
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	<b>Main Town Focus</b>	✓/x	x	x x	Probable	Durham City and South Durham	<p>Long-term, potential for permanent</p> <p>Direct Residual</p>	<p><u>Accessibility and promoting 'healthier lifestyles':</u> It is considered that access to health and recreational facilities (e.g. GPs, hospital, open space, sports pitches etc) is likely to be good given that the majority of housing is focussed on Durham City, which is a compact city which provides opportunities to use sustainable modes of transport to access services/ facilities etc as distances are unlikely to be excess and discourage people from walking, cycling etc. Due to the size and location of the proposed strategic urban extensions under this option there also maybe potential for opportunities to make substantial improvements to walking, cycling and public transport infrastructure to help contribute to a modal shift towards sustainable modes. With good access to facilities and by encouraging walking and cycling this option will have positive effects in terms of promoting healthier lifestyles. However, it is considered that such positives are reduce by the possible</p>	<b>SOCX: Continue to work in partnership with NHS England to ensure that healthcare facilities (e.g. GPs) are 'maximised' in accordance with the</b>

						<p>capacity and open space provision issues of healthcare facilities (see below).</p> <p><u>Open space provision:</u> The 2017 OSNA identifies there is a significant shortfall across main typologies of open space (e.g. amenity open space, play areas, allotments, etc) of <b>116.47ha</b> for the Durham City area. It also states that meeting this shortfall is unlikely to be achievable and the need for new development to provide on-site open space. Moreover of the sites audited, several were in need of improvement. (Source: County Durham Open Space Needs Assessment 2017-2035, Durham City Profile, p. 6 &amp; 15). Even though the strategic sites proposed for Durham City provide opportunities to improve the quality and quantity of amenity open space, there is still potential for adverse effects if provision is not delivered and improvements are not made in line with housing. As such, potential for adverse impacts have been identified. Although a strategic site is allocated in Newton Aycliffe (i.e. Low Copelaw), there is not such a significant deficit in South Durham: there is a shortfall of <b>9.25 ha</b>, with the main deficiencies around allotments and playspace. The strategic allocation may enable new open space to be provided, but it may limit the improvements possible across the rest of South Durham.</p> <p><u>Healthcare capacity:</u> Pressure on the NHS facilities is a national issue and the situation in County Durham is not too dissimilar. Under this distribution option there will be a significant increase in Durham City's population (e.g. 4,090 new homes allocated). This could result in <b>8,589</b> new patients (IDP calculation illustrates on average there are 2.1 patients per new household). This combined with the increasing student population (e.g. 23% increase from current levels to 2027) resulting from Durham University's expansion plans as set out in the emerging masterplan, is likely to put significant pressure on the current general practice and healthcare infrastructure in the City. According to the IDP, the priority for this infrastructure is to manage any increase in demand by maximising existing facilities (e.g. increase opening hours, bring more space into clinical use, etc). This is primarily because NHS England in Durham, Darlington and Tees currently does not have any funds available for new investments in general practice premises. There is some scope for this approach given that many surgeries currently only operate weekday office hours, but over the long-term there may be a limit to how much extra capacity this approach can provide if options become restricted to meet demand increase. As such possible significant adverse impacts over the long-term have been identified. Durham University Hospital Accident and Emergency is also operating at double its intended capacity, with projections set for this to increase</p>	<p><b>delivery of new housing proposed.</b></p> <p><b>SOCX: The need to protect existing open space and provide open space on site in new development is a key priority. Consideration should also be given to allowing public access to facilities within school grounds, in order to reduce gaps in access.</b></p> <p><b>SOCX: The emerging Durham University policy to cover the issue of an increased student population and its impacts on the city's healthcare facilities.</b></p>
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								<p><u>West Durham:</u> Total shortfall of <b>63.23ha</b> with main deficiencies in allotments, amenity open space and parks.</p> <p>It is clear from the area profiles that there is a consistent significant shortfall in supply of open space in the above areas of the County, primarily around amenity open space and parks. However, new development will provide opportunities to deliver improvements to existing and create new provision either on or off-site. The OSNA is an important resource in this regard as it identifies priorities for each area (e.g. where to enhance existing provision; areas for new provision; opportunities for re-location of open space; and where facilities may be surplus to requirement). Overall it is considered that impacts depend on implementation, with the potential for quality and quantity of provision to be improved as well as for shortfalls to remain with housing exacerbating current issues. Depending on the location and type of open space requirements there may also be limited opportunities to deliver improvements. For instance in West Durham the level of shortfalls against the standards is such that it would not be practical or achievable to meet them in a large rural area of this nature (Source: County Durham Open Space Needs Assessment 2017-2035, West Durham Profile, p. 15).</p> <p><u>Healthcare capacity:</u> Pressure on the NHS facilities is a national issue and the situation in County Durham is not too dissimilar. Under this distribution, the number of new patients generated by the proposed housing allocations in each monitoring area will be approximately as follows (IDP calculation illustrates on average there are 2.1 patients per new household):</p> <p>Durham City: 3,339  Central Durham: 294  North Durham: 538  North West Durham: 494  Mid Durham: 485  South Durham: 2,361  East Durham: 1,796  West Durham: 158</p> <p>Although this option could still generate the highest patient increase in Durham City, it is approximately 5,000 fewer patients than under the Main Town scenario; as such impacts are likely to be less severe. However, the increasing student population is still a consideration. As noted above, the priority in managing increased patient numbers is to maximise existing GP services rather than deliver new facilities due to</p>	
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							<p>lack of funding. In some areas this may be manageable as surgeries currently working normal 'office hours' (e.g. Chester le Street). However, in other parts of the County this may not help alleviate current stresses on service provision (e.g. Consett could need 9 extra consulting spaces as result of commitments alone. IDP 22017-2035, p. 51). It is likely that new housing will put pressure on existing services, and in some areas of the County this may be more manageable than others. Overall, however, it is considered that there is the potential for residual adverse effects if improvements are not possible or not phases in accordance with new housing. Such impacts are minimised by the fact that there is 'adequate provision' in Mid and South Durham; East Durham has been the focus of recent/ future healthcare investment; and there are no concerns about the provision in West Durham (Source: County Durham Open Space Needs Assessment 2017-2035).</p>	
	<b>Central Durham Villages</b>	✓/x	✓/x	×	Probable	Durham City, Central North, Mid, South and East Durham	<p>Long-term, potential for permanent</p> <p>Direct</p> <p>Residual</p>	<p><u>Accessibility and promoting 'healthier lifestyles'</u>: As with the Sustainable Communities, this option is also overall likely to offer good access to healthcare/ recreational facilities. This is primarily because the majority of sites proposed under this option are the same (e.g. in North, Mid, South and East Durham), with the key difference being in Durham City and Central Durham (i.e. a higher proportion of housing is allocated to Central Durham). However, given the scale and location of some of the larger sites in this case (e.g. Meadowfield South Extension and Cook Avenue) there may be fewer opportunities to make substantial improvements to walking, cycling and public transport infrastructure; which would support healthier lifestyles. Overall there is potential for both positive and adverse effects in terms of this element.</p> <p><u>Open space provision</u>: Commentary the same as for Sustainable Communities (Objective 4).</p> <p><u>Healthcare capacity</u>: Commentary the same as for Sustainable Communities (Objective 4); except for impact on Durham City and Central Durham. Given that a higher proportion of housing is to be allocated to Central Durham under this scenario, the pressure of new NHS patients on existing general practice surgeries shifts to there. The approximate number of new patients for these two monitoring areas are as follows (IDP 2016 calculation illustrates on average there are 2.1 patients per new household:  Durham City: 189  Central Durham: 3,497  Although there is still the potential for adverse residual effects if increases in demand cannot be managed by maximising facilities (as noted above), this scenario is likely to take the pressure off those GPs</p>



								within Durham City. Overall impacts may be less severe in this respect as they will not combine with the impacts on healthcare from the student population.
	<b>Wider Dispersal</b>	✓/x	x	x	Probable	North West, Mid, South and East Durham	Long-term, potential for permanent Direct Residual	<p><u>Accessibility and promoting 'healthier lifestyles'</u>: As with the other options, the Wider Dispersal approach is also likely to offer relatively good access to healthcare facilities overall as housing is directed to the larger towns across the County. Accessibility in West Durham is nonetheless noted, but this is not considered a significant problem given that only 75 homes are proposed for allocation. However, given that this option includes more and smaller sites dispersed around the County compared to other options, it is considered that there may be fewer opportunities to make substantial improvements to walking, cycling and public transport infrastructure to help contribute to a modal shift towards more sustainable modes; and therefore support healthier lifestyles. Overall therefore positive effects have been identified in terms of access to healthcare facilities under this option. However, it is considered that such positives are reduce by the possible capacity and open space provision issues of healthcare facilities.</p> <p><u>Open space provision</u>: Commentary comparable with Sustainable Communities (Objective 4).</p> <p><u>Healthcare capacity</u>: Pressure on the NHS facilities is a national issue and the situation in County Durham is not too dissimilar. Under this distribution, the number of new patients generated by the proposed housing allocations in each monitoring area will be approximately as follows (IDP 2016 calculation illustrates on average there are 2.1 patients per new household):  Durham City: 189  Central Durham: 767  North Durham: 538  North West Durham: 1,733  Mid Durham: 1,325  South Durham: 2,317  East Durham: 2,310  West Durham: 158</p> <p>Considering the lower level of housing allocation to Durham City and Central Durham under this option, it is more likely that the increase will be manageable through the maximisation of existing facilities. The highest level of housing allocated to North West Durham is under this distribution option (e.g. 825 homes compared to either no allocations or 235 homes). In particular this option includes an additional large site at</p>

							<p>Laurel Drive for approx. 370 homes. When this is added to existing commitments, the overall amount of new housing proposed for this monitoring area is 3,543 homes over the plan period. This is not significantly higher compared to other areas; however, as the IDP 2017-2035 notes there are already capacity issues for GPs in Consett which require extra consulting space rather than just extending opening hours. There are similar higher allocations to Mid, South and East Durham as part of this option, but evidence suggest these may be more manageable given the existing circumstances. For instance the IDP identifies there is 'adequate healthcare provision' in Mid and South Durham; East Durham has been the focus of recent/ future healthcare investment; and there are no concerns about the provision in West Durham (Source: County Durham Open Space Needs Assessment 2017-2035).</p> <p>Overall potential adverse effects over the medium and long-term have therefore been identified if the increase in demand on healthcare facilities cannot be managed in accordance with NHS priorities; there continues to be deficits in the quality and quantity of open space provision; and opportunities to encourage walking and cycling cannot be delivered.</p>		
	<b>New Town (Between A1 &amp; A19)</b>	x	✓	✓	Certain	Countywide	Permanent	<p>The option could contribute to the promotion of healthy lifestyles, if the new town is designed in such a way that encourages leisure opportunities. The design of a new town could include strategic green infrastructure networks and significant public open space. There would also be the need for local healthcare facilities to be developed alongside housing and other services.</p> <p>As a significant proportion of housing would be allocated for this new town, the impact of less housing in other existing settlements would generally be positive, as less open space would be needed for such development. Over the short time there may be negative impacts as the infrastructure is built out.</p>	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	<b>Main Town Focus</b>	✓	✓	✓	Possible	Durham City	<p>Potential for permeant</p> <p>Direct</p> <p>Indirect</p>	<p>Compared to other settlements in the County, Durham City is the only settlement where sustainable commuter trips rival the numbers of private vehicle trips, with over 40% of trips within the zone being made by a sustainable method (Source: Jacobs, 2016, 'County Durham Travel Patterns: 2011 Census Data Analysis', p. 28). This data also evidences that more than 9,000 people both live and work in the city. The IDP 2016 confirms that with the exclusion of Barnard Castle,</p>	<b>SOCX: Develop masterplans for proposed strategic housing allocations in</b>

						<p>Durham City has the highest percentage of residents living and working the same place (55%). By focussing future housing growth in Durham City and in strategic urban extensions therefore has the potential to offer significant benefits for promoting the use of sustainable transport options and reducing the need to travel. Durham city is also a 'transport hub' with the rail station on the ECML and bus station providing connectivity to the rest of the region and beyond. The location of new developments has a significant influence on travel patterns and the degree to which they can be effectively served by public transport as well as walking and cycling. As the quantum of development increases there is potential for significant positive effects over the long-term. (SOCX &amp; SOCX)</p> <p>This assessment is also made in light of the emerging Durham City Sustainable Transport Delivery Plan 2017-2035, which is a complimentary strategy to the CDP and proposes an integrated and comprehensive approach for the city that seeks improvements to walking, cycling and public transport corridors in the city centre. However, to give more certainty to securing positive effects it is recommended that masterplans for the strategic urban extensions are developed to ensure that the design, layout and accessibility of sites encourage the use of sustainable transport options. Similar opportunities to encourage sustainable transport use in relation to the strategic urban extension to Newton Aycliffe should also be explored; particularly given its location in relation the town's services and facilities. (SOCX)</p> <p>The potential for positive effects is limited by the fact that significant levels of housing development are still proposed for other main settlements across the County via commitments, completions etc; which are likely to offer fewer options for sustainable travel. The extent to which such developments will reduce the need to travel and promote sustainable modes of transport will vary, but such sites will have been deemed acceptable in planning terms. By prioritising main towns for such development, however, will help to maximise access to services/ jobs/ facilities via a variety of means.</p>	<p><b>Durham City and Newton Aycliffe to ensure the opportunities to encourage walking, cycling and public transport are maximised and infrastructure provided as required.</b></p> <p><b>SOCX: Secure developer contributions to ensure sustainable transport infrastructure is delivered to promote safe, attractive and well-connected multi-user routes.</b></p> <p><b>SOCX: Work closely with public transport operators to help ensure new developments are well-served and</b></p>
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									accessible by services.
	<b>Sustainable Communities</b>	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent  Direct  Indirect	<p>As noted above in this assessment, access to services/ facilities/ employment/ training is overall likely to be good under this distribution as housing is proposed on sites in/around the County's larger towns and villages, which will have better service provision and accessibility. This approach will in theory help to reduce the need to travel and potential create sustainable patterns of development (from a transport perspective). Certain larger allocations under this option (e.g. Snipereley and Low Copelaw), also provide opportunities to deliver new/ improvements to existing walking, cycling and public transport infrastructure; which will help to encourage sustainable modes of transport.</p> <p>Most development will lead to an increase in the need to travel, however ensuring that people are able to access jobs, services and facilities easily is essential in mitigating the impact and this option will assist ensuring this occurs, especially if planned alongside public transport routes and walking and cycling considerations, which should be convenient of high quality and attractive.</p> <p>Under this scenario a comparably high proportion of housing is also proposed for Mid, South and East Durham when housing commitments, completions etc are taken into account (e.g. 15%, 17% and 16% respectively). Although there are some settlements that demonstrate low levels of out-commuting (e.g. Spennymoor and Peterlee), overall people are commuting to other settlements for work; either within or beyond County Durham. In fact the 2011 census identifies that more than 30,000 people travel into Durham City for work each day. Durham City clearly has a significant 'pull' for other settlements around the County for work (Source: Jacobs, 2016, 'County Durham Travel Patterns: 2011 Census Data Analysis'), but it is also a key service centre and transport hub. This combined with the county's dispersed settlement pattern and existing infrastructure provision means that overall it was determined impacts would depend on implementation. It is noted that only a few site allocations under this distribution scenario have highlighted significant public transport issues in terms of access, connectivity and frequency of bus services (e.g. two sites in North West Durham; two sites in Mid Durham; and one site in West Durham.)</p> <p>As with all scenarios, it is also noted that there will be limitations to encourage sustainable modes of transport in West Durham and more rural parts of the county. It is also considered that housing</p>	<p><b>As for Main Towns (Objective 5).</b></p> <p><b>SOCX: Ensure development is planning alongside appropriate infrastructure including good public transport and multi-user routes.</b></p>

							commitments, commitments etc will be acceptable in planning terms and it is considered that the impact on this objective is de-minimis.	
<b>Central Durham Villages</b>	✓/x	x	x x	Probable	Countywide	Potential for permanent Direct Indirect	<p>As with the Sustainable Communities, this option is also overall likely to offer good access to most services/ facilities/ employment and training. This is primarily because the majority of sites proposed under this option are the same (e.g. in North, Mid, South and East Durham), with the key difference being in Durham City and Central Durham (i.e. a higher proportion of housing is allocated to Central Durham). As such the need to travel is likely to be reduced to a certain extent. Development associated with this option may contribute towards the protection and potentially increase the range of shops, services and amenities in local centres, which may help to reduce the need to travel.</p> <p>However, the significant amount of housing proposed for the villages in Central Durham (i.e. overall 19% including commitments etc) is the key difference with this scenario. The evidence demonstrates that almost half (43%) of trips originating in Central Durham terminate in Durham City (Source: Jacobs, 2016, 'County Durham Travel Patterns: 2011 Census Data Analysis', p. 14); making Durham City a key destination for this part of the County. As such, a significant amount of trips is likely to be generated from the housing located in Central Durham. A key issue in terms of trip generation is education where if a high proportion of homes were to be located in Central Durham pupils will still be reliant on the three secondary schools within Durham City. It is also recognised that there may be fewer opportunities to secure the necessary developer contributions to mitigate the impacts on educational facilities as well as to infrastructure given that a significant proportion of housing is directed to 'medium-low' value market areas (compared to Durham City). These issues are considered to outweigh the mixture of potential positive and negative impacts identified for the rest of the County (same as Main Towns option for rest of the county). As such, adverse impacts and have been identified with the potential for effects to worsen as the quantum of development increases.</p> <p>As with all scenarios, it is also noted that there will be limitations to encourage sustainable modes of transport in West Durham and more rural parts of the county. It is also considered that housing commitments, commitments etc will be acceptable in planning terms and it is considered that the impact on this objective is de-minimis.</p>	<b>SOCX: Ensure development is planning alongside appropriate infrastructure including good public transport and multi-user routes.</b>
<b>Wider Dispersal</b>	x	x x	x x	Probable	Countywide	Potential for permanent Direct	<p>As with the other options, the Wider Dispersal approach is also likely to offer relatively good access to most services/ facilities overall as housing is directed to the larger towns and villages across the County.</p>	<b>SOCX: Ensure development is planning</b>

						Indirect	<p>Overall this is considered to be positive and could help to reduce the need to travel in some instances. Development associated with this option may contribute towards the protection and potentially increase the range of shops, services and amenities in local centres, which may help to reduce the need to travel.</p> <p>However, with more housing directed beyond Central Durham this is likely to increase the distance travelled (particularly for commuting trips) – e.g. to Durham City, Tyne and Wear, Darlington and Tees Valley. For instance, analysis of the 2011 census data demonstrates that Consett and Stanley have significant commuter relationships to Durham City, Newcastle and Gateshead, with relatively high flows to each. Specifically it can be demonstrated that if development is placed on the periphery of the County, this is likely to either increase the number of cross-boundary movements or increase the length of movements into Durham City; both of which would contribute to an increase in the number of private vehicle trips (Source: Jacobs, 2016, 'County Durham Travel Patterns: 2011 Census Data Analysis', p. 28).</p> <p>Moreover given that this option includes more and smaller sites dispersed around the County compared to other options, it is considered that there may be fewer opportunities to make substantial improvements to walking, cycling and public transport infrastructure to help contribute to a modal shift towards more sustainable modes. A higher proportion of housing will also be located in lower value market areas (e.g. North West, Mid, South and East Durham); meaning that the delivery of infrastructure to support new housing and encourage sustainable modes of transport are likely to be more limited due to viability concerns.</p> <p>Development associated with this option may contribute towards the protection and potentially increase the range of shops, services and amenities in local centres, which may also help to reduce the need to travel.</p> <p>As with all scenarios, it is also noted that there will be limitations to encourage sustainable modes of transport in West Durham and more rural parts of the county. It is also considered that housing commitments, commitments etc will be acceptable in planning terms and it is considered that the impact on this objective is de-minimis.</p> <p>Hence, overall a wider dispersal option is unlikely to promote more sustainable forms of travel or reduce the need to travel.</p>	<p><b>alongside appropriate infrastructure including good public transport and multi-user routes.</b></p>
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	New Town (Between A1 & A19)	x	x	xx	Certain	Countywide	Permanent	<p>The New Town option represents a significant allocation of housing between the A1 and A19. Whilst an exact location has not been identified it is likely that significant development within this area is likely to have good access to the A1 and A19 road network and thus the economic market areas. However given ONS 2011 travel census data, it is probable that there would be an increase in commuting to/from these areas especially if there was no allocation of employment land alongside the housing. It is also likely that there would be a significant proportion out-commuting into Tyne and Wear and Tees Valley.</p> <p>The impact upon existing settlements is also likely to be negative, as existing facilities and services will be at risk if little development is allocated for existing towns and villages.</p> <p>There are likely to be opportunities for improved sustainable transport opportunities in the New Town, however opportunities for improving such links in existing settlements are likely to be constrained due to lack of development opportunities.</p>	<b>SOCX:</b> Ensure development is planning alongside appropriate infrastructure including good public transport and multi-user routes.
<b>6. To alleviate deprivation and poverty</b>	<b>Main Town Focus</b>	✓/x	✓/x	✓/x	Probable	Countywide	Direct  Long-term, potential for permanent	<p>Given that Durham City and Newton Ayclife are an employment hubs, this option will provide good access to employment opportunities in these areas and potentially reduce unemployment as a result. Housing will nonetheless be delivered in other larger towns and villages across the County under this option through commitments and completions. Overall there is therefore potential for housing-led regeneration across the county, but benefits will be limited due to the concentrated approach. This could therefore have a negative impact upon the regeneration potential of other towns and villages where deprivation is an issue and a higher proportion of employees may be on lower incomes (e.g. East, South, Mid and North-West Durham). Accessibility to employment, and via public transport which is important for those on lower incomes, is likely to vary across each delivery area; and therefore accessibility to employment and training opportunities will also vary.</p> <p>Although there are areas of Newton Aycliffe are considered to be within the top 10%, 20% and 20-30% of the most deprived areas nationally (IMD 2010), it is considered that the allocation at Low Copelaw is unlikely to provide significant regeneration benefits given its location in relation to the town. Overall deprivation is not an issues for Durham City, but there are pockets along the Sherburn Road are of the city. However, again, given the location and scale of proposed allocation</p>	

							benefits are unlikely to be significant in improving social, economic and environmental condition for the local community.  Overall, there is the potential for both positive and negative effects in terms of alleviating deprivations and reducing unemployment under this option.	
	<b>Sustainable Communities</b>	✓	✓	✓	Probable	Countywide	Direct  Long-term, potential for permanent	By delivering growth to the larger towns and villages across the County overall this approach will help to ensure their long-term vitality; and consequently could support regeneration and improvements to local social, economic and environmental conditions. New housing will potentially safeguard some services and facilities and may assist in encouraging new services into areas. It may also improve access to employment/ training. However, the level of access to such opportunities via walking, cycling and public transport as well as distances involved will vary across delivery areas with it better from settlements than others. Access via public transport is particularly important for those on lower incomes or in education as it is likely that private car ownership levels will be lower. Benefits are therefore more likely in places where housing is co-located in the same settlement as employment opportunities. Given that this option focusses on Durham City, which is an employment and transport hub, it is more likely that it will provide better access to employment overall. However, deprivation is not a significant issue in this part of the county so impacts here may be limited. Analysis of 2011 census data also shows that in some settlements where there are low levels of out-commuting (e.g. Spennymoor and Peterlee) and relatively high levels of in-commuting (e.g. Consett), residents also experience high levels of deprivation – some in the top 10%. Directing housing to such settlements is considered likely to help alleviate deprivation and those on lower incomes. Effects are more likely, with the potential for significant positives depending on implementation over the long-term as the quantum of development increases.
	<b>Central Durham Villages</b>	✓	✓	✓	Probable	Countywide	Direct  Long-term, potential for permanent	Given the similarities in proposed allocations to the Sustainable Communities option above, the overall commentary on effects is similar.  By directing a significant proportion of new housing development to the towns and villages in Central Durham, it is more likely that this distribution will support local regeneration initiatives in these settlements; where delivery can be secured. Given that Durham city is likely to be the main employment location for settlements in Central Durham it is still likely that this option will provide relatively good access to employment/ training. However, the access via public transport will vary (distances involved are likely to discourage walking and cycling).



							There is the potential to have a positive effect in each delivery area as several of the main towns, smaller towns and larger villages are classified within the top 10-30% of most deprived areas nationally (IMD 2010).		
	<b>Wider Dispersal</b>	✓	✓	✓	Probable	Countywide	Direct  Long-term, potential for permanent	<p>Although housing is distributed to each delivery area under this option as in others, its aim is to focus housing in those areas in need of regeneration (e.g. East, Mid and South Durham). As such it is considered that this options will directly support regeneration initiatives and alleviate deprivation through housing-led regeneration given that many of the larger towns and villages in these areas are within the top 10% of most deprived areas nationally (IMD2010). It is also considered that this approach will help to ensure such settlements' long-term vitality. New housing will potentially safeguard some services and facilities and may assist in encouraging new services into areas. Overall this will improve the social, economic and environmental conditions of deprived areas.</p> <p>The element which reduces the certainty and the positivity of this option is the uncertainty that physical access, particularly via public transport, for such areas will improve. Unless significant investment is provided along with housing, which may be constrained due to viability, it is unlikely that improvements can be made. Although the A19 corridor is identified as a key economic market area in the County Durham ELR (2016), significant investment from employers (new and existing) in such settlements may be restricted with much of recent investment focussed in Durham City and around the A1 corridor.</p>	
	<b>New Town (Between A1 &amp; A19)</b>	✓/x	✓/x	✓/x	Possible positive minor effects	Countywide	Permanent	<p>The New Town option is unlikely to significantly benefit those on lower incomes as the creation of a New Town is not going to help regenerate existing areas suffering from economic deprivation. The lack of housing likely to be allocated in other areas is also unlikely to benefit significantly, regeneration initiatives as other housing is likely to go to those most viable areas.</p> <p>Depending upon the location, as per (5), it is likely that significant development within this area is likely to have good access to the A1 and A19 road network and thus the economic market areas.</p>	
<b>7. To develop a sustainable and diverse economy with</b>	<b>Main Town Focus</b>	✓	✓	✓	Probable	Countywide, but specific impacts on Durham City	Permanent Direct Indirect Residual	<p>As noted above, this option is likely to give good access to a variety of jobs and training opportunities within Durham City and Newton Aycliffe with proposed housing allocations directed to these settlements as well as having the highest proportions of housing overall (i.e. allocations plus commitments etc Durham City has 24% South Durham has 14%).</p>	<b>ECONX: Secure required developer contributions</b>

<p>high levels of employment</p>								<p>Accessibility to employment/ training not only has social benefits, but also economic. The co-location of housing within the these 'employment hubs' and internationally/ regionally important economic market areas of Durham City and Newton Aycliffe as well in close proximity to the A1 Corridor will support existing businesses, their potential expansion as well as inward investment in new employment proposals. A key example of this is the proposed strategic business park on Aykley Heads site, which received DCC Cabinet approval recently. The intention is for the redevelopment of this site to attract more than 6,000 jobs and provide a £400m boost to the County Durham's economy. Such an important site is in combination with existing public and private businesses, including Durham University, that provide substantial economic benefits to the city and County. Housing around the city is therefore likely to safeguard existing jobs here and enable businesses/ institutions to grow. This will help the diversification and resilience of the County's economy over the long-term.</p> <p>With such a focus on Durham City and the associated development there is potential for this distribution to raise educational aspirations and encourage young people to stay in the County to work.</p> <p>Co-location of housing with employment/ training opportunities, particularly in Durham City, is not only likely to reduce journey times, but also offer opportunities to use sustainable modes of transport (e.g. walking, cycling and public transport). It is likely that new residents of Durham City will continue the trend established by existing residents, with a high proportion of 'self-containment' for living and working in the same place. Nonetheless given the quantum of development proposed to the city, the current road traffic congestion issues (particularly along the A167), and impact of in-commuting from commitments/ completions (i.e. there are notable out-commuting from Central Durham and North West Durham to Durham City) there still could be an adverse impact on traffic congestion in/ around the City; and therefore have an adverse impact on journey times and businesses. For instance, evidence suggests that the Durham City Sustainable Transport Delivery Plan alone will not be sufficient to address road traffic concerns; even in the short-term. Infrastructure improvements to support this level of growth and appropriate mitigation will therefore be critical and should be phased in accordance with new development to minimise potential adverse impacts.</p> <p>Significant positive economic effects over the long-term are considered possible with this option, but may be limited by the quantum of</p>	<p><b>to deliver the necessary infrastructure improvements to ensure new growth is supported by the appropriate level of infrastructure .</b></p> <p><b>ECONX: Develop masterplans for proposed strategic housing allocations in Durham City and Newton Aycliffe to ensure the opportunities to encourage walking, cycling and public transport are maximised and infrastructure provided as required. As above. As above. As above.</b></p>
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							development proposed to Durham City. This is in terms of the impact on the city itself as well as the proportionately smaller level of housing distributed to the rest of the County via commitments etc. In terms of Durham City, as well as traffic congestion there is the potential for this quantum of development to adversely affect the historic city centre (and specifically the WHS). As such, this could have a detrimental impact on realising its economic potential in a sustainable way and adversely affect the visitor economy. This is another important sector of the County's economy. By concentrating housing allocations to Durham City economic impacts are likely to be varied across the County; with the potential for impacts to be quite unbalanced overall. For instance, communities in northern and southern areas may in fact experience adverse economic effects if housing and growth is too focussed on Durham City as local market areas are less likely to receive investment with lower levels of housing growth. This option has the lowest level of growth to all other areas, other than the Central Delivery Area.	
	<b>Sustainable Communities</b>	✓	✓	✓✓	Probable	Countywide, but specific impacts on Durham City	<p>Permanent Direct Indirect Residual</p> <p>Even though this option seeks to distribute new housing more evenly across the County compared to the Main Towns option, there is still a significant proportion allocated to the city and other key employment areas. As such, a lot of the commentary above is relevant to this options as well.</p> <p>However, the limiting factors to significant positive effects over the long-term for the Main Towns option are felt not to constrain this option as much. With a more even distribution of housing to the main towns and larger villages across the County, this option is likely support locally important employment areas as well as those strategic ones (e.g. Durham City, A1 and A19 corridors). This is considered to be a more sustainable approach in economic terms. Importantly, it is also less likely to have a detrimental impact on the visitor economy of Durham City with a lower concentration of housing. This option therefore has the potential to support the economic growth of Durham City, essential to ensure long-term resilience and diversity to the County's economy, as well as support the continuation and growth of other businesses across the County. Smaller settlements may also benefit from indirect impacts. Where areas have high levels of out-commuting such as the North and West Durham, economic benefits may not be as pronounced.</p> <p>Increased road traffic congestion, and its economic impacts, is nonetheless still a concern given the current issues and quantum of development overall. The potential for increased use of alternative modes of transport to the private car is likely to depend on implementation on a countywide scale with this option; and so</p>	

								mitigation and phasing of development will be critical if positive effects are to be secured.
<b>Central Durham Villages</b>	✓	✓/x	X	Probable	Countywide, but with specific impacts on Durham City	Permanent Direct Indirect Residual	<p>With very little difference between the housing allocations under the Sustainable Communities option, arguably the impacts should be similar. The argument of a more even distribution of housing across the County and the economic benefits of this are recognised under this option. There is also still the potential for housing to support economic growth of Durham City, but positive effects are likely to be constrained under this scenario.</p> <p>This is due to the key difference of the higher allocation of housing to Central Durham as opposed to Durham City. In theory with such short distances this option should still support the economic growth of Durham City; particularly with high levels of in-commuting to the city from Central Durham. However, this issue and associated road traffic congestion (i.e. census data demonstrates high levels of private car use as opposed to more sustainable modes) is what is likely to minimise potential positive effects and even generate adverse impacts over the long-term as the quantum of development increases. Of particular concern in this regard are the larger allocations at Brandon, Meadowfield and Bearpark due to certain adverse impact these developments would have on the A167. Investment in transport infrastructure, particularly in and around Durham City, will be required for all scenarios to mitigate the impact of housing development. However, in this case it is considered that impacts will be significant if suitable measures cannot be delivered and housing phased accordingly. Even if mitigation delivered, it is considered possible for this distribution to have residual adverse impacts in this regard.</p> <p>Moreover by focussing housing growth in lower value market area than Durham City, this approach could restrict attempts to successfully attract housing and economic investment in key economic market area which would support and boost the County's economy; and therefore lessen the potential for positive effects in terms of job creation etc. This option could, however, assist in the promotion/expansion of existing business and facilities at a local level, especially in and around key employment locations in Central Durham. In comparison to the Main Town and Sustainable Communities options, this approach may also not encourage young people, especially graduates, to remain in the area, due to a lack of housing within the City.</p>	
<b>Wider Dispersal</b>	✓	✓/x	X	Probable	Countywide	Permanent Direct Indirect	The Wider Dispersal option proposes to distribute housing to the larger towns and villages almost to the exclusion of Durham City. Although this approach has the potential to support regeneration and improve the	

							Residual	<p>economic conditions of other settlements across the County, overall it is considered that there will be negative economic impacts in the long-term. There are several reasons for this, some of which are reflected in the commentary on the Central Durham Villages option.</p> <p>Primarily, economic effects are likely to be restricted by his distribution by not prioritising housing in the County's key market areas as identified by the ELR (i.e. Durham City and the A1 and A19 corridors). Although many of the specific employment land allocations are not known at this point, these important economic markets are known and so it is likely that future investment will be directed there. This approach is therefore less likely to support potential economic investment in the County. The benefits of co-location of housing and employment/ training opportunities has been highlighted. This approach is also less likely to encourage young people, and particularly graduates, to remain in the County for work.</p> <p>As noted under objectives 2 and 5, there is still likely to be in-commuting pressure on Durham City and other larger towns as a result of this distribution; and hence increased traffic congestion. This is likely to have adverse economic effects over the long-term, particularly to Durham City, as the quantum of development increases. Even if improvements to transport infrastructure can be delivered and housing is phased accordingly, overall there is still the potential for residual adverse effects due to the likely increased levels of private car use and the need to travel generated by this dispersed distribution.</p> <p>Moreover with higher proportions of housing proposed for North West, South and East Durham, this scenario has the potential to increase out-commuting to neighbouring authorities (e.g. Tyne and Wear, Sunderland, Darlington and Tees Valley). Given current significant 'out flows' from these parts of the County to such employment centres (e.g. 2011 Census data analysis), this option is therefore likely to support and continue this trend; resulting in a loss of economic benefits to the County.</p>	
	<b>New Town (Between A1 &amp; A19)</b>	✓	✓/x	×	Possible	Countywide	Temporary Potential to be permanent.	<p>The development of a new town is likely to create new employment opportunities, however the level of such opportunities is likely to depend upon the level of associated employment that is planned alongside such a development. Employment opportunities within the economic market areas are likely to be accessible (depending upon exact location), however given the ONS 2011 travel census data, it is probable that there would be an increase in commuting to these areas especially if</p>	

								there is no allocation of employment land alongside the housing. It is also likely that there would be a significant proportion out-commuting into Tyne and Wear and Tees Valley.  Conversely, the impact upon main towns and villages is likely to be adverse as potential distribution may not be enough to support employment and thus may not encourage young people, especially graduates to remain in the area.	
<b>8. To reduce the causes of climate change</b>	<b>Main Town Focus</b>	x	x	x	Certain	Countywide	Direct Indirect Permanent Residual	New development, irrespective of where it is located, will increase carbon emissions through construction and in-use emissions. Given the quantity of new development proposed certain adverse impacts have been identified overall. This is despite the fact that modern building regulations will mean new homes are likely to be significantly more energy efficient compared to existing homes and premises in the County. However, potential positives in carbon reduction should be supported by Local Plan policies to encourage the highest standards possible (ENVX).  Location of housing development, particularly in relation to employment/ services/ facilities is nonetheless important because transport-related emissions indirectly have an impact. As already noted against other objectives, access is likely to be good overall under this distribution; particularly to employment opportunities given the level of housing allocated to Durham City and Newton Aycliffe. Distributing housing to these settlements not only enables commuting distances to be reduced, but also provide opportunities for sustainable transport options (e.g. walking, cycling, bus and train). The potential for positive effects in this regard is limited by the fact that significant levels of housing development are still proposed for other main settlements across the County via commitments, completions etc; which are likely to offer fewer options for sustainable travel. The extent to which such developments will reduce the need to travel and promote sustainable modes of transport will vary, but such sites will have been deemed acceptable in planning terms. By prioritising main towns for such development, however, will help to maximise access to services/ jobs/ facilities via a variety of means.	<b>ENVX: Local Plan policies to ensure sustainable construction methods and high-levels of energy efficiency are pursued.</b>
	<b>Sustainable Communities</b>	x	x	x	Certain	Countywide	Direct Indirect Permanent Residual	New development, irrespective of where it is located, will increase carbon emissions through construction and in-use emissions. Given the quantity of new development proposed certain adverse impacts have been identified overall. This is despite the fact that modern building regulations will mean new homes are likely to be significantly more	

							<p>energy efficient compared to existing homes and premises in the County. However, potential positives in carbon reduction should be supported by Local Plan policies to encourage the highest standards possible (ENVX).</p> <p>Location of housing development, particularly in relation to employment/ services/ facilities is nonetheless important because transport-related emissions indirectly have an impact. As already noted against other objectives, access is likely to be good overall under this distribution as it focuses on the larger towns and villages in the County. By allocating a significant proportion to Durham City there are again opportunities for commuting distances to be reduced and sustainable transport options to be taken. However, the potential for positive effects in this regard is limited by the fact that significant levels of housing development are still proposed for other main settlements across the County. Considering the comparatively high proportion of housing proposed for Mid, South and East Durham as well as existing commuting patterns, Durham City, Tyneside, and have a significant 'pull' for employment. As such whether commuting distances travelled are reduced or there is an increase in the use of sustainable transport to make such journeys will overall depend on implementation (e.g. employment location and investment in infrastructure).</p>	
	<b>Central Durham Villages</b>	x	x	xx	Probable	Countywide	<p>Direct Indirect Permanent Residual</p> <p>New development, irrespective of where it is located, will increase carbon emissions through construction and in-use emissions. Given the quantity of new development proposed certain adverse impacts have been identified overall. This is despite the fact that modern building regulations will mean new homes are likely to be significantly more energy efficient compared to existing homes and premises in the County. However, potential positives in carbon reduction should be supported by Local Plan policies to encourage the highest standards possible (ENVX).</p> <p>Location of housing development, particularly in relation to employment/ services/ facilities is nonetheless important because transport-related emissions indirectly have an impact. With this in mind significant adverse impacts over the long-term have been identified as probable given the high proportion of housing allocated to Central Durham and the identified commuting patterns/ level of public infrastructure (Objective 5); meaning that there will be an increase in the number of trips made by private car. The potential for investment in necessary infrastructure to encourage sustainable options may be limited given that the majority of housing is directed towards 'medium-low value market areas. Overall this distribution is likely to increase the need to</p>	



								travel by car and thus increase the level of transport-related emissions. As the quantity of development increases, adverse impacts will be exacerbated.	
	<b>Wider Dispersal</b>	x	xx	xx	Probable	Countywide	Direct Indirect Permanent Residual	<p>New development, irrespective of where it is located, will increase carbon emissions through construction and in-use emissions. Given the quantity of new development proposed certain adverse impacts have been identified overall. This is despite the fact that modern building regulations will mean new homes are likely to be significantly more energy efficient compared to existing homes and premises in the County. However, potential positives in carbon reduction should be supported by Local Plan policies to encourage the highest standards possible (ENVX).</p> <p>Location of housing development, particularly in relation to employment/ services/ facilities is nonetheless important because transport-related emissions indirectly have an impact. With more housing directed beyond Central Durham and more towards the edges of the County (e.g. North, North West and East Durham) as well as current travel to work patterns (see Objective 5), it is likely that the need to travel by car will be increased as a result of this housing distribution. This is primarily because Durham City, Tyne and Wear, Darlington and Tees Valley are key employment centres and the accessibility to them via sustainable means will vary. The potential for investment in necessary infrastructure to improve this may be limited given that the majority of housing is directed towards 'lower value market areas. As such, as the quantity of housing increase significant adverse impacts are considered likely.</p>	
	<b>New Town (Between A1 &amp; A19)</b>	x	xx	xx	Certain	Countywide	Permanent	As above - unless there is significant employment brought forward alongside such development or it is sited near to Peterlee Industrial Estate or nearer to Durham and the A1.	
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	<b>Main Town Focus</b>	✓/x	✓/x	✓/x	Probable	Countywide	Direct Indirect Permanent	Even though flood risk is a constraint on development, new developments present the best opportunities to manage the risk of surface water flooding, particularly the development of combined sewer networks. The emerging updated Strategic Flood Risk Assessment identifies that none of the proposed allocations identified in this scenario are within a flood zone. As such it is likely that there will be no significant adverse effects of this distribution that would require either the removal of allocations or significant levels of mitigation. However, surface water flooding is an issue within parts of Durham City and on some strategic transport routes (e.g. A19, A691, A68, A167, etc); and thus new development focused upon these areas or uses these routes will need to be carefully planned to ensure that adverse impacts of and	<b>ENVX: Ensure that new development and key infrastructure is resilient to climate extremes (e.g. flooding, hotter summers,</b>



							<p>on development and infrastructure are minimised (direct and indirect impacts). Surface water flooding is also an issue in some locations across the County and can impact upon communities and commuting (e.g. Chester le Street, Lanchester, Langley Park, New Brancepeth. Ushaw Moor, Stanley, Seaham, Murton, and Crook). Development should also allow for species migration/adaptation through green infrastructure (ENVX). As such overall it is considered that there is potential for positive and negative effects depending on implementation.</p> <p>Hence, locating development within close proximity to existing jobs and infrastructure is likely to mitigate some issues especially if appropriate walking, cycling and public transport options are available. This is likely to be the case in Durham City.</p> <p>As for commitments, planning permission would not have been granted unless development was acceptable in flood risk terms (i.e. no risk or a site assessment carried out and proposed mitigation agreed). However, where mitigation is required, its effectiveness in minimising flood risk will depend on implementation.</p>	<p><b>colder winters, etc) and enables species to adapt/ migrate.</b></p> <p><b>ENVX: Work in partnership with AAP and communities to develop methods to make them more resilient to flooding. ENVX: Ensure that new development and key infrastructure is resilient to climate extremes (e.g. flooding, hotter summers, colder winters, etc) and enables species to adapt/ migrate.</b></p>
	<b>Sustainable Communities</b>	✓/x	✓/x	✓/x	Probable	Countywide	<p>Direct Indirect Permanent</p> <p>Even though flood risk is a constraint on development, new developments present the best opportunities to manage the risk of surface water flooding, particularly the development of combined sewer networks. The emerging updated Strategic Flood Risk Assessment identifies that none of the proposed allocations identified in this scenario are within a flood zone. As such it is likely that there will be no significant adverse effects of this distribution that would require either the removal of allocations or significant levels of mitigation. However, surface water flooding is an issue within parts of Durham City and on some strategic transport routes (e.g. A19, A691, A68, A167, etc); and thus new development focused upon these areas or uses these routes will need to be carefully planned to ensure that adverse impacts of and on development and infrastructure are minimised (direct and indirect impacts). Surface water flooding is also an issue in some locations across the County and can impact upon communities and commuting (e.g. Chester le Street, Lanchester, Langley Park, New Brancepeth. Ushaw Moor, Stanley, Seaham, Murton, and Crook). Development should also allow for species migration/adaptation through green infrastructure (ENVX &amp; ENVX). As such overall it is considered that there is potential for positive and negative effects depending on implementation.</p> <p>Hence, locating development within close proximity to existing jobs and infrastructure is likely to mitigate some issues especially if appropriate</p>	<p><b>ENVX: Work in partnership with AAP and communities to develop methods to make them</b></p>

								walking, cycling and public transport options are available. This is likely to be the case in Durham City.  As for commitments, planning permission would not have been granted unless development was acceptable in flood risk terms (i.e. no risk or a site assessment carried out and proposed mitigation agreed). However, where mitigation is required, its effectiveness in minimising flood risk will depend on implementation.	<b>more resilient to flooding.</b>
	<b>Central Durham Villages</b>	✓/x	✓/x	x	Possible	Countywide	Direct Indirect Permanent Residual	Broadly similar commentary to Sustainable Communities option.  However, it is considered there is a higher risk with adverse impacts over the long-term given the high proportion of housing proposed to Central Durham under this scenario, commuting patterns from this part of the County and as well as known areas of flooding. This is particularly important considering that, as previously argued, this distribution is likely to increase the number of private car trips to Durham City. As such, there is the potential for adverse effects as the quantum of development increases.	
	<b>Wider Dispersal</b>	✓/x	✓/x	x	Possible	Countywide	Direct Indirect Permanent Residual	Broadly similar commentary to Sustainable Communities option.  However, it is considered there is a higher risk with adverse impacts over the long-term given the high proportion of housing proposed to areas beyond Central Durham under this scenario and the likely increased need to travel by car (to work) as a result. Therefore a higher proportion of people and communities may be affected by flooding or increase flood risk as a result of this distribution. As such, there is the potential for adverse effects as the quantum of development increases.	
	<b>New Town (Between A1 &amp; A19)</b>	✓/x	✓/x	x	Possible	Countywide, but specific issues in Central, North, South, and West Durham	Permanent as climate extremes and development increases.	Development of a New Town is unlikely to be sited in flood risk areas or an area which may exacerbate flood risk in other areas. Surface water flooding, especially on main transport routes will continue to be an issue. Thus locating the New Town within close proximity to the economic market areas is essential in reducing likely impacts and promoting sustainable forms of travel.	
<b>10. To protect and enhance biodiversity and geodiversity</b>	<b>Main Town Focus</b>	x	x	x	Probable	Countywide	Direct Indirect Permeant Residual	Given the scale and the distribution of housing proposed under this option, there are likely to be direct, indirect and residual adverse effects on biodiversity from increased urbanisation (e.g. increase in predation, loss/ fragmentation of habitats, air pollution, vehicle collisions, increased human/ wildlife proximity, disturbance, restriction of migration, etc). Specifically, evidence identifies that there are significant ecological constraints to development, which will require mitigation, on the following site allocations proposed:	<b>ENVX: Based on site-specific surveys, develop masterplans for strategic sites to</b>

							<p>Sniperely Park North of Arnison</p> <p>If appropriate mitigation is not achieved in relation to these sites there is potential for significant adverse effects.</p> <p>Although there may be opportunities to mitigate adverse ecological impacts, as well as protect and even to a certain extent enhance habitats in some parts of the County, overall the impact on biodiversity is likely to be adverse. Particularly if mitigation measures do not prove effective in the long-term. This assessment is also made by the fact that less 'significant' impacts on habitats/ species, and those related to commitments/completions, are likely to have a cumulative adverse effect across the County. This is despite the assumption that housing commitments have been deemed acceptable in terms of ecological impacts (i.e. no impact or mitigation agreed); and therefore their impact negligible in their own right.</p> <p>This is particularly important when considering the potential for increased recreational impact on European protected habitats and species on the coast (e.g. Durham Coast SAC and Northumbria Coast SPA). With no specific allocations proposed in East Durham under this option and the fact that Local Plan policies and adopted HRA Coastal Mitigation Strategy seek to specifically address this issue, it is considered that potential impacts will either be avoided or mitigated in practice.</p>	<p><b>ensure necessary mitigation measures are incorporated and their site layout and design is of high-quality.</b></p> <p><b>ENVX: Applications for new housing development to include a comprehensive ecological survey to determine potential impacts on habitats and species in order that adverse impacts are either avoided or appropriately mitigated (e.g. through site design, layout, operation, restoration, etc)</b></p>
	<b>Sustainable Communities</b>	x	x	x	Probable	Countywide	<p>Direct Indirect Permeant Residual</p> <p>Given the scale and the distribution of housing proposed under this option, there are likely to be direct, indirect and residual adverse effects on biodiversity from increased urbanisation (e.g. increase in predation, loss/ fragmentation of habitats, air pollution, vehicle collisions, increased human/ wildlife proximity, disturbance, restriction of migration, etc). Specifically, evidence identifies that there are significant ecological constraints to development, which will require mitigation, on the following site allocations proposed: Sniperely Park Civic Centre Hermitage Comprehensive Bourne Way Lowfield Farm Cobblers All sites in East Durham (x 10)</p>	

							<p>If appropriate mitigation is not achieved in relation to these sites there is potential for significant adverse effects.</p> <p>Although there may be opportunities to mitigate adverse ecological impacts, as well as protect and even to a certain extent enhance habitats in some parts of the County, overall the impact on biodiversity is likely to be adverse. Particularly if mitigation measures do not prove effective in the long-term. This assessment is also made by the fact that less 'significant' impacts on habitats/ species, and those related to commitments/completions, are likely to have a cumulative adverse effect across the County. This is despite the assumption that housing commitments have been deemed acceptable in terms of ecological impacts (i.e. no impact or mitigation agreed); and therefore their impact negligible in their own right.</p> <p>This is particularly important when considering the potential for increased recreational impact on European protected habitats and species on the coast (e.g. Durham Coast SAC and Northumbria Coast SPA). However, all proposed allocations in East Durham (e.g. 855 homes in total) will be required to mitigate the likely adverse recreational impact on these designations (as identified in the Local Plan's HRA) in accordance with Local Plan policies and the adopted HRA Coastal Mitigation Strategy. It is therefore considered that potential impacts will be mitigated in practice.</p>	
	<b>Central Durham Villages</b>	x	x	x	Probable	Countywide	Direct Indirect Permeant Residual	As Sustainable Communities except for evidence identifies that there are significant ecological constraints to development, which will require mitigation, on the following site allocations proposed: Woodlands Civic Centre Hermitage Comprehensive Bourne Way Lowfield Farm Cobblers All allocations in East Durham (x10)
	<b>Wider Dispersal</b>	x	x	xx	Probable	Countywide	Direct Indirect Permeant Residual	As Sustainable Communities except for evidence identifies that there are significant ecological constraints to development, which will require mitigation, on the following site allocations proposed: Woodlands Civic Centre Hermitage Comprehensive Bourne Way Lowfield Farm Cobblers

								All allocations in East Durham (x11)	
								Likely significant adverse impacts over the long-term have nonetheless been identified as this option distributes the highest proportion of housing to East Durham (e.g. 1,100 houses allocated) and to settlements at the 'periphery' of the County. As demonstrated above, this option will therefore increase the need to travel by private car (e.g. commuting). This is likely to increase the air pollution on the A19, which is within 200m of Castle Eden Dene SAC which is sensitive to nitrogen and acid deposition from transport emissions. The increased allocation to East Durham in terms of recreational impact on Durham Coast SAC and Northumbria Coast SPA is also a concern, with the potential for more direct adverse effects through disturbance. However, as stated above, it is likely that such effects will be effectively mitigated through Local Plan policies and the adopted HRA Coastal Mitigation Strategy.	
	<b>New Town (Between A1 &amp; A19)</b>	x	x	x	Probable	Countywide	Permanent	As Above:  There is again particular concern within this option depending upon the location, as development nearer to the Coast is more likely to have adverse impacts upon European designated sites. However this option may also mean less pressure is put upon existing wildlife sites in and around the current main towns and villages.	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	<b>Main Town Focus</b>	x	xx	xx	Probable	Durham City South Durham	Direct Permanent Residual	Although new development may offer opportunities to protect and enhance valuable landscape and townscapes (e.g. high-quality design, structure planting, etc), overall the impacts of this distribution could have significant adverse impacts; particularly over the medium and long-term as the quantity of housing increases and due to the effectiveness of mitigation measures (e.g. structure planting to screen and 'soften' development). Some land allocated for housing under this distribution is also designated as 'landscape conservation areas' (i.e. it is of high landscape value). All of this combines to make adverse/ significant adverse effects probable, even with mitigation. Residual adverse effects are therefore also considered probable.  This is primarily because this distribution requires several substantial urban extensions to Durham City as well as one to Newton Aycliffe. In terms of Durham City in particular this is likely to have a profound impact on the urban morphology of the city, how people experience it as they enter along key routes, and involve the loss of green belt land. Such a distribution will require 'exceptional circumstances' to be justified if green belt land is to be removed for housing. Although	<b>ENVX: Based on site-specific surveys, develop masterplans for strategic sites to ensure necessary mitigation measures are incorporated and their site layout and design is of high-quality.</b>

							<p>evidence only identifies that there are significant landscape constraints to development on the North of Arnison site, due to the scale and density of housing across all urban extensions, at least some landscape and townscape mitigation will be required from them as well. In fact, it is considered that the high densities across these sites is likely to limit the amount of landscape mitigation that could be effective.</p> <p>At the point of assessment it is also uncertain what infrastructure may be required to support such a quantum of development in these locations and what impact this would have on the local townscape and landscape. This is particularly pertinent considering that there may be impacts upon the Outstanding Universal Values of Durham Castle and Cathedral (WHS), which is a key feature of Durham City's unique landscape and townscape.</p> <p>This assessment is also made by the fact that less 'significant' impacts landscape and townscapes, and those related to commitments/completions, have the potential to have a cumulative adverse effect across the County; and in particular in Durham City. This is despite the assumption that housing commitments have been deemed acceptable in landscape and townscape terms (i.e. no impact or mitigation agreed); and therefore their impact negligible in their own right.</p>	<p><b>ENVX: Demonstrate 'exceptional circumstances' for required green belt land deletion around Durham City.</b></p> <p><b>ENVX: Applications for new housing development to include a landscape and visual impact assessment to determine potential impacts on the local landscape/townscape and in order that adverse impacts are either avoided or appropriately mitigated (e.g. through site design, layout, materials, massing, etc).</b></p>
<b>Sustainable Communities</b>	✓/x	x	x	Possible	Countywide	Direct Permanent Residual	<p>Although new development may offer opportunities to protect and enhance valuable landscape and townscapes (e.g. high-quality design, structure planting, etc), overall the impacts of this distribution could be adverse over the medium and long-term, with effects depending on implementation over the short-term. This assessment is primarily driven by the quantity of development, scale/ location of sites and potential effectiveness of mitigation measures (e.g. structure planting to screen and 'soften' development). Some land allocated for housing under this distribution is also designated as 'landscape conservation areas' (i.e. it is of high landscape value). It is also noted that evidence identifies there are significant landscape constraints to development, which will require mitigation, on the following site allocations proposed under this distribution: Harelaw School Rosedale Avenue Lowfield Farm</p> <p>Although mitigation may be possible on these sites, residual adverse landscape impacts could remain (e.g. visual impacts, impacts on designations, etc).</p>	

							<p>Housing allocations proposed under this options is distributed more evenly across the County compared to the Main Towns option and so long-term effects and adverse residual effects are considered likely to be less severe. This is particularly in the case for Durham City. Although Sniperely Park is allocated again under this scenario the quantity proposed is substantially lower (e.g. 2,350 homes versus 1,500 homes); and therefore the site required to accommodate housing is likely to be less extensive with the potential that mitigation can be more effective in landscape and townscape terms. The need for 'exceptional circumstances' is nonetheless still an important issue if this distribution is chosen as the preferred option.</p> <p>It is assumed that those sites which contribute to the commitments, completions under this distribution have been deemed acceptable in terms of landscape and townscape impacts (i.e. no impact or mitigation agreed); and so their impact is arguably negligible on this objective. However, there is the potential for cumulative impacts of these sites to combine with the allocations. Due to the quantity of development overall it is considered possible that such cumulative impacts to be adverse. Given the variety in scale and location (greenfield/brownfield) of allocations and commitments under this distribution, it is nonetheless recognised there is some potential for positive effects on landscapes and townscapes (e.g. regeneration, enhancement of local distinctiveness, improvements to local landscape, etc). This is also considered to combine with the more even distribution to lessen the severity of landscape and townscape impacts identified across the County.</p> <p>Overall, it is considered that there is potential for some residual adverse effects, particularly in terms of landscape.</p>	
	<b>Central Durham Villages</b>	✓/x	x	x	Possible	Countywide	<p>Direct Permanent Residual</p> <p>Given that the majority of allocations under the Sustainable Communities distribution are the same as those in this option, the broad comments above are applicable. Particularly in terms of cumulative impacts on local landscapes and townscapes when allocations combine and with commitments/ completions as well as the likelihood of adverse residual effects. The potential for enhancements are nonetheless recognised, but is it is considered that with the high proportion of greenfield sites adverse impacts are possible as the quantity of development increase.</p> <p>The key difference is the high proportion of housing proposed to Central Durham as opposed to Durham City; with the primary strategic site being the Meadowfield South Extension at 1,300 homes (as opposed to</p>	

							Sniperely Park). This site, along with the other three identified above, have significant landscape constraints which will require mitigation. Again even though mitigation may be possible on these sites, residual adverse landscape impacts could remain (e.g. visual impacts, impacts on designations, etc).		
	<b>Wider Dispersal</b>	✓/x	x	x	Possible	Countywide	Direct Permanent Residual	<p>Although this distribution allocates housing to arguably less sensitive townscapes on the 'periphery' of the County (e.g. in North West Durham, South Durham and East Durham), it still includes a number of large urban extensions/ sites (e.g. Murton Colliery, Low Copelaw, Bloemfontein School, and Seaham Colliery); some of which are within 'landscape conservation areas' (i.e. more sensitive). As such, impacts overall are considered to be likely similar to the Central Durham option. This is particularly in relation to identified cumulative impacts on local landscapes and townscapes when allocations combine and with commitments/ completions as well as the likelihood of adverse residual effects due to quantity of development and effectiveness of mitigation. The potential for enhancements are nonetheless recognised, but it is considered that with the high proportion of greenfield sites, overall adverse impacts are possible.</p> <p>In this case evidence identifies that there are significant landscape constraints to development, which will require mitigation, on the following site allocations:  Harelaw School  Laurel Drive  Rosedale Avenue  Lowfield Farm</p> <p>Again even though mitigation may be possible on these sites, residual adverse landscape impacts could remain (e.g. visual impacts, impacts on designations, etc).</p>	
	New Town (Between A1 & A19)	✓/x	✓/x	✓/x	Possible	Central Durham	Permanent as development increases.	Impact from this option is again somewhat unknown. Development of this option is unlikely to bring about significant townscape benefits for existing towns and villages. It is unlikely that this option would require green belt use, however impact upon landscape and green belt is very much dependent upon site specific limitations.	
<b>12. To protect and enhance cultural heritage and the historic environment</b>	<b>Main Town Focus</b>	x	x	xx	Possible	Durham City	Direct Permanent Residual	It is recognised that new development has the potential to enhance the historic environment through constructive conservation. However, given the uniqueness and high-quality of Durham City's historic environment (e.g. WHS, Conservation Area, various designated and non-designated assets whose significance depends on a variety of elements, not least of which is their historic natural and urban setting) there is potential for	<b>ENVX: Based on site-specific surveys, develop masterplans</b>



							<p>the concentrated distribution of housing under this scenario to have an adverse effect; and potentially significant adverse residual effects over the long-term. This is primarily because, including housing commitments/completions, it is proposed to deliver 6,234 homes or 24% of the total housing for the County to Durham City. Hence, irrespective of implementation there is potential for this quantum of housing development to have an adverse impact on the city's historic environment.</p> <p>Although evidence only identifies that there are significant historic environment constraints on the North of Arnison site allocation for this distribution (e.g. archaeology and impact on the setting of Finchale Priory and other important local buildings), there is potential for there to be a variety of less significant impacts that would still require mitigation – this is in relation to proposed allocations and commitments. Hence, the cumulative impact of such impacts has the potential to be negative overall even if commitments in their own right were deemed acceptable on their own merit (i.e. no impact on assets or mitigation agreed). At the point of assessment it is also uncertain what infrastructure may be required to support such a quantum of development in Durham City and what impact this would have on the historic environment.</p> <p>In terms of the allocation to Newton Aycliffe and the commitments identified in other settlements across the County it is considered that there impacts on the historic environment will either be insignificant, neutral or potentially positive given that these sites have received planning permission. Such impacts are not considered to outweigh the potential adverse impacts to Durham City.</p>	<p><b>for strategic sites to ensure necessary mitigation measures are incorporated and their site layout and design is of high-quality.</b></p> <p><b>ENVX: Where appropriate, applications for new housing development should include a statement of significance setting out potential impacts on designated and non-designated heritage assets as well as justification why any impact is necessary and reasonable.</b></p>
<b>Sustainable Communities</b>	✓/x	✓/x	x	Possible	Countywide	Direct Permanent Residual	<p>By distributing new housing development to the larger towns and villages across the County there is potential for this option to put pressure on its rich and diverse historic environment (e.g. designated and non-designated, natural, man-made, archaeological assets). In particular it is recognised that the County has 93 designated Conservation Areas, several of which cover the settlements where housing is proposed (e.g. Annfield Plain, Brandon, Chester le Street, Aycliffe Village, Bishop Auckland, Barnard Castle and Seaham). This does not mean that development will necessarily have adverse impacts, more that there is a development constraint that must be taken into account through design, layout, and construction materials of houses. It is understood that new development has the potential to enhance the historic environment through constructive conservation; particularly where it supports regeneration and heritage at risk.</p>	

								<p>Even though evidence only identifies significant heritage impacts likely on the Harelaw School allocation in this more even distribution of housing, there is potential for other allocations and commitments to have a cumulative impact on the historic environment, even if individually impacts are negligible. As for other objectives, it is assumed that those sites which contribute to the commitments, completions under this distribution have been deemed acceptable in terms of historic environment impacts (i.e. no impact or mitigation agreed). Overall, however, it is considered that there is potential for both positive and adverse impacts dependent upon implementation (e.g. nature of impacts, significance of asset, specific design proposals, etc)</p> <p>In terms of the allocation to Durham City under this scenario, a similar commentary to the Main Town options is applicable; albeit likely to be less significant given the lower quantity of housing involved. As such the potential for adverse effects have been identified. This element of the distribution is considered to 'tip the balance' in favour of potential adverse effects overall over the long-term due to the level of designations which could be affected (i.e. WHS).</p>	
	<b>Central Durham Villages</b>	✓/x	✓/x	✓/x	Probable	Countywide	Permanent Direct	<p>As above, except for the commentary regarding Durham City. As such, overall the potential for both positive and negative impacts on the historic environment have been identified.</p> <p>It is also recognised that the strategic site south of Meadowfield has the potential to be in the setting of several Conservation Areas (e.g. Brancepeth, Hollywell, Burnhall and Sunderland Bridge). This site in isolation is not considered to outweigh the potential countywide impacts.</p>	
	<b>Wider Dispersal</b>	✓/x	✓/x	✓/x	Probable	Countywide	Permanent Direct	<p>As for Central Durham option except for the commentary on the South Meadowfield site.</p> <p>By directing housing development to settlements that are more in need of regeneration, it could be argued that the impact on the historic environment would be negligible. However, there is still the potential for development to impact upon Conservation Areas and designated/ non-designated heritage assets. Whether this enhances the significance of assets or has a detrimental impact will depend on implementation.</p>	
	<b>New Town (Between A1 &amp; A19)</b>	✓/x	✓/x	✓/x	Uncertain	Countywide	Permanent – could be temporary depending	<p>Development of a New Town may have neutral impacts depending upon site specific locations. Less development within Durham City is likely to result in less impact upon conservation areas, but again may increase traffic impacts through the City.</p>	

							upon location		
<b>13. To protect and improve air, water and soil resources</b>	<b>Main Town Focus</b>	x	x	✓/x	Possible adverse (air)  Possible adverse (water)  Certain adverse (soil)	Durham City South Durham	Direct Indirect Permanent	<p><u>Air Quality:</u> As noted under objective 5, there is potential for this distribution to not only reduce the need to travel, but also encourage the use of sustainable modes of transport (e.g. walking, cycling and public transport) is greater compared to other options. This could have a positive impact by reducing air pollution and road traffic congestion. This is particularly important given that parts of Durham City centre are designated as an Air Quality Management Area (AQMA). However, due to the quantity of development proposed for the city and the cumulative impact of commitments/ completions across the County there is potential adverse impacts on air quality in larger towns and villages, as well as Durham City, to worsen.</p> <p><u>Water Quality:</u> The presence of Kielder and Cow Green Reservoir ensures that there is enough water to support growth across all options. Any increase in additional water abstraction from the Magnesian Limestone Aquifer is likely to exacerbate existing supply issues and consultation with the Environment Agency would be required in respect of this. Although no allocations are within identified flood zones (emerging County Durham Strategic Flood Risk Assessment), risk of surface water flooding is still potentially an issue with allocated sites. SuDS and new drainage systems to serve development will also be required to avoid increased run off to watercourses. In terms of waste water capacity, the Browney STW, Pity Me STW, and Bakershaugh STW, all which serve Durham City, will reach volumetric capacity over the Plan period. Evidence also demonstrates that Aycliffe STW will be at volumetric capacity by 2020/21. Investment in infrastructure and liaison with NWL will therefore be necessary to avoid adverse of growth on water quality.</p> <p><u>Soil:</u> All the allocations in this distribution involve the loss of extensive areas of greenfield/ grade 3 agricultural land. With the loss of higher quality farmland as opposed to prioritising brownfield sites, it is considered certain there will be cumulative adverse effects unless mitigated (e.g. with structure planting and the retention of existing landscape features on sites to help protect soil resources). The specific site location of commitments/ completions is not known, and so it is not known if there is a high proportion of PDL that will be reclaimed. This could help to lessen the severity of cumulative impacts, however, it is unlikely to outweigh the probable adverse impacts.</p>	<p><b>ENVX: All housing development proposals to consider surface water flooding risk and incorporate SUDS and new drainage systems through design, layout, materials etc where required.</b></p> <p><b>ENVX: Ensure new housing development is phased in accordance with the delivery of required infrastructure improvements.</b></p>

								Overall, there is potential for adverse effects across all three to be minimised if infrastructure is phased and mitigation is effective over the long-term.
	<b>Sustainable Communities</b>	x	x	✓/x	Possible adverse (air)  Possible adverse (water)  Certain adverse (soil)	Countywide Durham City	Direct Indirect Permanent	<p><u>Air:</u> As noted under objective 5 for this distribution, there is the potential for access to services/ facilities/ employment to be good with this option given (a) the high proportion of housing to Durham City (b) prioritisation of the larger towns and villages across the County. However, it is considered that the ability to reduce the need to travel and encourage sustainable modes of transport overall will depend on implementation. There is therefore potential for positive and adverse impacts on air quality across the County. Given that Durham City is an employment 'hub' there is nonetheless potential for adverse effects on the AQMA as a result of in-commuting. Depending on how infrastructure is phased with new housing development there is potential for adverse impacts on air quality across the County if the need to travel is not reduced and the use of sustainable transport does not increase.</p> <p><u>Water Quality:</u> The presence of Kielder and Cow Green Reservoir ensures that there is enough water to support growth across all options. Any increase in additional water abstraction from the Magnesian Limestone Aquifer is likely to exacerbate existing supply issues and consultation with the Environment Agency would be required in respect of this. For many parts of the County evidence identifies that there are either no volumetric capacity issues or recent investment has addressed concerns. As such, in waste water terms impacts are likely to be insignificant with appropriate infrastructure to support growth. However, as noted above for Durham City there are capacity issues. Still with a high percentage of the total housing directed to Durham City under this option, there is still potential for adverse effects in this regard. Although no allocations are within identified flood zones (emerging County Durham Strategic Flood Risk Assessment), risk of surface water flooding is still potentially an issue with allocated sites. SuDS and new drainage systems to serve development will also be required to avoid increased run off to watercourses.</p> <p><u>Soil:</u> Although this option distributes housing allocations more evenly across the County compared to the Main Towns option, adverse impacts on soil resources is still likely considered the number of greenfield sites (many of them grade 3 agricultural land). It is nonetheless noted that some allocations are on grade 4 or brownfield sites. This lessens the severity of impacts on this option. However, it is considered that the cumulative impact of this option will be adverse on</p>



							<p>Auckland, Seaham) or recent investment has addressed concerns (e.g. Stanley), such impacts are likely to be less severe overall.</p> <p><u>Soil</u>: As above. However, with a higher proportion of allocations to grade 4 agricultural land and PDL (e.g. North West Durham and East Durham) impacts on soil resources will be potentially less severe over the longer term.</p> <p>Overall adverse impacts have been identified with the potential for adverse residual effects over the long-term despite the potential for mitigation.</p>		
	<b>New Town (Between A1 &amp; A19)</b>	x	x x	x x	<p>Certain negative (soil)</p> <p>Possible (water)</p> <p>Certain (Air)</p>	Central Durham	Permanent	<p><b>Air</b> –It is likely that as above, development within the east is likely to result in increased commuting.</p> <p><b>Water</b> – As Above</p> <p><b>Soil</b> – Impacts could be more adverse, depending upon location. Priority should be given to poorer quality agricultural land.</p>	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	<b>Main Town Focus</b>	x	x	x	Certain	Countywide	Permanent	<p>Due to the level of new housing proposed under each option, as well as associated infrastructure (e.g. schools), it is certain that they will directly increase waste arisings across County Durham; both from construction and operation. As the quantum of development increases over the Plan period this is likely to become more significant. As such, overall adverse impacts have been identified.</p> <p>However, it is a Council and Local Plan priority to ensure that residential and commercial waste is managed in accordance with the waste hierarchy (i.e. Reduce, Re-use, Recycle, Recovery, and Disposal). Given the current situation where the majority of the County's waste is managed higher up the waste hierarchy (e.g. used to feed energy from waste facilities), it is considered likely that a significant proportion of waste produced as a result of these options will avoid landfill. The County's approved landfill capacity has also been declining over recent years and this trend is set to continue; particularly in light of increasing landfill tax charges. Given the dispersed settlement pattern across the County, there is a decentralised network of waste transfer stations positioned across the County. This should mean that under each option, there is convenient access for the proper management of household waste.</p>	

	<b>Sustainable Communities</b>	x	x	x				As above.	
	<b>Central Durham Villages</b>	x	x	x				As above.	
	<b>Wider Dispersal</b>	x	x	x				As above.	
	<b>New Town (Between A1 &amp; A19)</b>	x	x	x	Certain	Countywide	Permanent	As Above - However there is likely to be increased waste, as compared to other options, due to the amount of new infrastructure that would be needed to support a New Town approach	
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	<b>Main Town Focus</b>	✓/x	✓/x	✓/x	Possible	Central Durham, South Durham, East Durham and West Durham	Potential for long term effects due to working period of quarry sites	<p>All options will increase the need for minerals and aggregates due to the quantum of new development proposed. However, overall effects will depend on the proximity of new housing development to active quarry sites as well as how sites are operated and how materials transported. Currently settlements which are in proximity to active quarry sites include Newton Aycliffe, Coxhoe, Ferryhill, Pitlington and Sherburn. Given there is only one strategic site allocated to Newton Aycliffe (i.e. Low Copelaw, approx.. 400 homes) impacts in this regard are unlikely to be significant.</p> <p>Effects will also depend on the allocation of development to mineral safeguarding areas. Safeguarding areas largely relate to Magnesian Limestone in the East/South and Central Delivery areas, Sand and Gravel in the South and West and Carboniferous Limestone and Dolerite in the West. There may be a need to meet the supply through importation of minerals, with associated positive and negative impacts for County Durham and supporting local authority areas.</p>	
	<b>Sustainable Communities</b>	✓/x	✓/x	✓/x	Possible	Central Durham, South Durham, East Durham and West Durham	Potential for long term effects due to working period of quarry sites	As per the Main Towns option. There are further allocations to Newton Aycliffe (i.e. approx. 830 homes across 4 sites) under this option, but overall impacts are still considered to depend on implementation.	

	<b>Central Durham Villages</b>	✓/x	✓/x	x	Possible	Central Durham, South Durham, East Durham and West Durham	Potential for long term effects due to working period of quarry sites	As per the Sustainable Communities option. However, there are a number of active quarry sites and mineral consultation areas in Central Durham which may impact upon the delivery sites and communities (e.g. transportation of materials, etc). Given this option allocates the highest proportion of housing to Central Durham, possible adverse long-term effects have been identified.	
	<b>Wider Dispersal</b>	✓/x	✓/x	✓/x	Possible	Central Durham, South Durham, East Durham and West Durham	Potential for long term effects due to working period of quarry sites	As per the Sustainable Communities option	
	<b>New Town (Between A1 &amp; A19)</b>	x	x	x x	Probable	Central Durham, East Durham	Potential for long term effects due to working period of quarry sites	Development of a New Town option is likely to significantly increase the amount of minerals needed to construct the necessary supporting infrastructure needed for a new town.	

**Policy 5: Durham City Sustainable Urban Extensions (Sniperley Park/Sherburn Road)**

<b>Table 5 Policy 5 Issue/Option: Durham City Sustainable Urban Extensions – Sniperley Park</b>									
SA/SEA Objective	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation	
	S	M	L						
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	✓	✓	✓	Probable	Durham City	Permanent Direct	Overall the site has potential to provide a strategically important level of housing in County Durham over the plan period. The type and affordability of housing will be informed by analysis of the function this site should play, alongside other housing sites, in meeting the overall housing need at County level identified in the SHMA. Depending on the viability of the site there is potential to provide a relatively high proportion of affordable homes on it. Having	SOC1: Ensure that the site is comprehensively masterplanned and delivered to a high-quality design.	SOC2: Based on evidence and an understanding of site



						<p>housing at a greater density is more likely to deliver efficiency savings that would make a district heating scheme more viable. However, this would have a detrimental environmental impact. An appropriate housing density must be sought.</p> <p>There are may also be the potential opportunity to establish or connect to a district heating network from this site; thus helping to improve energy efficiency of new homes and decrease instances of fuel poverty.</p>	<p>constraints an appropriate housing density for Sniperley Park to maximise the delivery of affordable housing, but minimise environmental impacts should be identified.</p> <p>SOC3: Undertake a feasibility study with regards the delivery of a district heating network in the northern part of Durham City.</p>
<b>2. To promote strong, secure communities</b>	✓/x	x	x	Possible	Durham City	<p>Temporary, potential for permanent</p> <p>Direct</p> <p>Indirect</p> <p>Residual</p> <p>As identified under Objective 5, there is the potential for access to a variety of services/ facilities/ education/ employment etc to be good given the proximity of the site to Framwellgate Moor/ Pity Me, the Arnison Centre as well as Durham City and the opportunities for walking, cycling and public transport use. However, the A167 is currently a significant barrier to access adjoining development/ communities and will restrict the site's ability to create a cohesive community if not addressed. As such improving the permeability of the site should be prioritised in order to address severance/ safety concerns to ensure the site and nearby facilities are accessible. Given the extent of the site, it is also considered possible to create a local centre on the site, which would not only improve accessibility, but also provide a vibrant community hub that would help serve the day-to-day needs of the new community as well as nearby residents. This could be an important measure to ensure a more cohesive and sustainable community is created. Integration with existing communities is essential and creating permeability and access across key roads is vital to the creation of strong communities.</p> <p>Depending on the effectiveness of sustainable transport measure associated with the development of this site, there is the potential for road traffic congestion to increase. Given the existing levels of car ownership, travel to work patterns and existing highways issues, there is potential for congestion levels in and around Sniperley Park to be exacerbated. This is likely to have adverse impacts on communities to the north and west of the city if left unmitigated.</p> <p>The potential quantum of development to be delivered across this site is likely to put pressure on the capacity of essential services (e.g. schools, health care centres, shops, etc) over the plan period;</p>	<p>SOC1: Ensure that the site is comprehensively masterplanned and delivered to a high-quality design.</p> <p>SOC4: Ensure that the site includes some community facilities to help create a local centre that would support identified needs, creation of a more cohesive community and address severance issues.</p> <p>SOC5: Put in place measures to reduce the need to travel and to provide viable alternatives to the private car: ensure that there are adequate public transport services through and around the site itself, connecting it to the city centre and other destinations; ensure that there are adequate, safe and legible pedestrian and cycle routes to the City Centre, Framwellgate Moor and New College Durham, and the park-and-ride, which are linked to the existing network; extend park and ride facilities to include routes to other destinations around Durham</p>

							<p>particularly when considered in the context of the wider growth of the city. Capacity issues are not recognised or infrastructure is not phased in accordance with development, adverse impacts are considered probable in this regard.</p>	<p>city, rather than just the city centre.</p> <p>SOC6: Consider potential schemes to reduce local congestion, and in and around Durham city, so that 'hotspots' do not worsen and the city is not adversely affected by the increase in traffic generated by the site.</p> <p>SOC7: Consider carrying out capacity needs assessments on essential services to ensure the needs of existing and new residents are met as the potential size of development could put pressure on them – e.g. GPs, schools, convenience shops, post office, etc.</p> <p>SOC8: Ensure that infrastructure to support the development of this site is phased in accordance with the delivery of housing</p>
<p><b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b></p>	✓/x	✓/x	✓/x	Probable	Durham City	Permanent Direct	<p>As identified under Objective 5, there is the potential for access to educational facilities to be good given the proximity of the site to services and facilities in the vicinity (e.g. Framwellgate Moor/ Pity Me) as well as Durham City and the opportunities for walking, cycling and public transport use. Specifically New College Durham is located just to the south of Sniperley Park. However, currently there are severance issues (i.e. primarily related to the A167) with this development which would require mitigation to address if convenient routes are to be created and used to enable good access (e.g. creation of new pedestrian/ multi user routes that provide safe crossing-points to adjoin services and facilities). Improving the permeability of the site should be prioritised in order to address severance/ safety concerns to ensure the site and nearby facilities are accessible. This would minimise the inevitable</p>	<p>SOC5: Put in place measures to reduce the need to travel and to provide viable alternatives to the private car: ensure that there are adequate public transport services through and around the site itself, connecting it to the city centre and other destinations; ensure that there are adequate, safe and legible pedestrian and cycle routes to the City Centre, Framwellgate Moor and New College Durham, and the park-and-ride, which are</p>

							<p>adverse impacts and provide good access to services/ facilities by sustainable means.</p> <p>According to the emerging IDP, there are limited spare primary school places in Durham City, with projections suggesting additional classrooms will be needed within the city over the next 5-10 years. Additional Secondary school places and classrooms will also be required. As such there is potential for adverse impacts on the capacity of local schools to meet the increased demand of new residents. If new classrooms and/ or schools can be provided then this will help to mitigate this situation.</p> <p>Given the potential to mitigate capacity and access issues in relation to education, overall it is considered that impacts will depend on implementation.</p>	<p>linked to the existing network; extend park and ride facilities to include routes to other destinations around Durham city, rather than just the city centre.</p> <p>SOC7: Consider carrying out capacity needs assessments on essential services to ensure the needs of existing and new residents are met as the potential size of development could put pressure on them – e.g. GPs, schools, convenience shops, post office, etc.</p> <p>SOC8: Ensure that infrastructure to support the development of this site is phased in accordance with the delivery of housing.</p> <p>SOC12: Given the potential extent of Sniperley Park development consideration should be given to the inclusion of a primary school on-site to address capacity issues as well as improve accessibility.</p>
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓/x	✓/x	✓/x	Probable	Durham City	Permanent Direct	<p>Although the site is largely arable farmland, and therefore with limited recreational value overall, there are several PROW that cross the site. There is the potential for development to result in the loss of such routes that would make it harder for people to access the open countryside. There will also be a physical loss of sports pitches as a result of developing this site. In addition, given the evidence from the OSNA that identifies shortfalls across all of the main typologies of open space, it will be vital that new development provides new high quality multifunctional open space (including</p>	<p>SOC1: Ensure that the site is comprehensively masterplanned and delivered to a high-quality design.</p> <p>SOC5: Put in place measures to reduce the need to travel and to provide viable alternatives to the private car: ensure that there</p>

						<p>sports pitches) is created on site to mitigate potential adverse effects. This will not only mitigate the direct loss of open space provision, but make improvements in the quality of quantity required as identified in the OSNA.</p> <p>Local air and noise pollution may increase with the new development through increased traffic, which will have a negative impact on residents' physical and mental health.</p> <p>As identified under Objective 5, there is the potential for access to health/ recreational facilities to be good given the proximity of the site to services and facilities in the vicinity (e.g. Framwellgate Moor/ Pity Me) as well as Durham City and the opportunities for walking, cycling and public transport use. However, currently there are severance issues (i.e. primarily related to the A167) with this development which would require mitigation to address if convenient routes are to be created and used to enable good access (e.g. creation of new pedestrian/ multi user routes that provide safe crossing-points to adjoin services and facilities). Improving the permeability of the site should be prioritised in order to address severance/ safety concerns to ensure the site and nearby facilities are accessible. This would minimise the inevitable adverse impacts and provide good access to services/ facilities by sustainable means. Such an approach will also encourage healthier lifestyles and active travel, which will have physical and mental health benefits.</p> <p>Despite the relative proximity of the site to facilities, the potential increase of the local population generated by the development of this site may put pressure on existing services (E.g. GPs and Durham University Hospital). Given the current national position of the NHS and its ability to cope with increasing demands, there is the potential for significant adverse effects in this regard if some on-site mitigation cannot help to alleviate some of this pressure. The size of the site may also enable on-site facilities to be provided to help improve access and minimised adverse capacity issues.</p>	<p>are adequate public transport services through and around the site itself, connecting it to the city centre and other destinations; ensure that there are adequate, safe and legible pedestrian and cycle routes to the City Centre, Framwellgate Moor and New College Durham, and the park-and-ride, which are linked to the existing network; extend park and ride facilities to include routes to other destinations around Durham city, rather than just the city centre.</p> <p>SOC8: Ensure that infrastructure to support the development of this site is phased in accordance with the delivery of housing.</p> <p>SOC9: Ensure that the development contains adequate and good-quality public open spaces and other types of green infrastructure, both for the residents of the site itself and to address the potential needs of the people of adjacent wards. Improvements in the quality and quantity of open space provision through the development of this site should also be sought.</p> <p>SOC13: Retain PROW across the site were possible.</p> <p>SOC14: Consider the incorporation of health care</p>
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								facilities on-site as part of a local centre.
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓/x	✓/x	x	Possible	Countywide	Potential for permanent Direct Indirect	<p>Broadly speaking Sniperely Park is in an accessible location given its proximity to existing services, facilities, employment and retail in Durham City as well as Framwellgate Moor and the Arnison Centre more locally. There is also regular bus services from Sacriston to Durham City that would route through the site, assisting in further promoting the use of public transport. As such the potential for the need to travel and encourage sustainable modes of transport in relation to this site is recognised. However, significant mitigation measures to ensure these locational advantages are maximised will need to be delivered in accordance with new housing for benefits to be secured. Considering likely car ownership levels and travel to work patterns it is likely that new residents will seek to make the majority of trips by car unless appropriate mitigation measures are put in place. As such effects are overall considered to depend on implementation, with the potential for adverse effects if mitigation is not effective.</p> <p>Specifically the permeability of the site is essential in order to mitigate inevitable increases in car use. Safe and appropriate access across the A167 for pedestrians and cyclists would help to encourage sustainable travel. Given the scale of the proposed site the inclusion of a local centre should be considered as this could also assist in mitigating travel related impacts.</p>	<p>SOC1: Ensure that the site is comprehensively masterplanned and delivered to a high-quality design.</p> <p>SOC5: Put in place measures to reduce the need to travel and to provide viable alternatives to the private car: ensure that there are adequate public transport services through and around the site itself, connecting it to the city centre and other destinations; ensure that there are adequate, safe and legible pedestrian and cycle routes to the City Centre, Framwellgate Moor and New College Durham, and the park-and-ride, which are linked to the existing network; extend park and ride facilities to include routes to other destinations around Durham city, rather than just the city centre.</p> <p>SOC8: Ensure that infrastructure to support the development of this site is phased in accordance with the delivery of housing.</p> <p>SOC10: Any future development proposals for the site to be</p>

								supported by a Transport Assessment.  SOC11: In terms of ensuring sustainable transport options and improving connectivity to/ from site, it is recommended that the site is developed in accordance with the emerging Durham City Sustainable Transport Delivery Plan.
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Possible	Durham City Countywide	Direct  Long-term, potential for permanent	<p>Deprivation is not considered a significant issue in the locale of Sniperley Park and so it is unlikely to directly support regeneration initiatives.</p> <p>However, it is likely to help deliver affordable housing (see objective 1) with will benefit those on lower incomes and may help to alleviate deprivation.</p> <p>Development of Sniperley Park may also improve people's access to employment as well as formal and employment-related training opportunities: e.g. in Durham City, Aykley Heads, New College Durham. Hence, there is the potential to reduce unemployment, help those on lower incomes, encourage higher incomes, and improve the skills base of the local labour force. Accessibility to such opportunities would be improved further depending on how sustainable and public transport measures to/ from the site are developed. Access via public transport and walking and cycling is particularly important for the young and those on lower incomes, given the likely lower levels of car ownership.</p>	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Probable	Durham City Countywide	Permanent Direct Indirect Residual	<p>There is the potential for the development of this site (in combination with others) to help Durham city fulfil its economic potential; and as such encourage inward investment into the city and County. This is likely to make the County's economy more resilient, particularly over the longer-term. Arguably the development of this site also complements the proposed redevelopment of Aykley Heads as a Strategic Employment site. As the quantum of development increases, on this site and others, there is the potential for significant economic impacts.</p> <p>Importantly it is also considered that the development of Sniperley Park may help to attract skilled professionals into the County to live</p>	<p>ECON1: Any future development proposals for the site to be supported by a Transport Assessment.</p> <p>ECON2: Put in place measures to reduce the need to travel and to provide viable alternatives to the private car: ensure that there are adequate public transport services through and around the site itself, connecting it to the</p>

							<p>and work, which in turn will help to re-balance the economy. This could have wider economic benefits for the County as a whole</p> <p>Development on this site will generate employment for different sectors during the construction period, which may be over the long-term dependent on the phasing of the development, and thereby provide some protection to the local economy. Such a large site is likely to support those who provide services to homes and sustain existing local business and services (e.g. at the Arnison Centre and Abbey Road industrial estate); and perhaps have a wider effect on economy at a sub-County level.</p> <p>Unless addressed through site-specific mitigation as well as city-wide sustainable transport schemes, it is likely that the potential for traffic growth from this site and across the County as a result of proposed development to have an adverse impact on the road traffic congestion. As such, the potential positive economic effects over the long-term have been minimised considering the level of infrastructure improvements and policy requirements needed to address this issue.</p>	<p>city centre and other destinations; ensure that there are adequate, safe and legible pedestrian and cycle routes to the City Centre, Framwellgate Moor and New College Durham, and the park-and-ride, which are linked to the existing network; extend park and ride facilities to include routes to other destinations around Durham city, rather than just the city centre.</p> <p>ECON3: Ensure that infrastructure to support the development of this site is phased in accordance with the delivery of housing.</p> <p>ECON4: In terms of ensuring sustainable transport options and improving connectivity to/from site, it is recommended that the site is developed in accordance with the emerging Durham City Sustainable Transport Delivery Plan.</p> <p>ECON5: Consider potential schemes to reduce local congestion, and in and around Durham city, so that 'hotspots' do not worsen and the city is not adversely affected by the increase in traffic generated by the site.</p>
<b>8. To reduce the causes of climate change</b>	<b>x</b>	<b>x</b>	<b>x</b>	Possible	Durham City	Direct Indirect Permanent	The construction and operation of new dwellings will consume significant amounts of energy and resources, and therefore the release of greenhouse gases. The actual impact on this objective is	ENV1: Any future development proposals for the site to be

						Residual	<p>dependent upon the scale and design of proposed housing development, including landscaping. However, overall adverse impacts are considered possible due to the quantity of housing proposed.</p> <p>This is despite modern building regulations which will mean homes will be significantly more energy efficient than average existing home in the County. The potential to mitigate adverse impacts could be enhanced by the adoption of sustainable construction methods and incorporation of renewable energy. For instance if the site supports the delivery of a district heating network this could have substantial benefits that will help to minimise adverse impacts identified.</p> <p>Transport-related emission are another factor to consider in relation to this objective. Given that there is no certainty that people's reliance can be minimised as a result of development, the potential for sustainable transport methods to mitigate increases in carbon emissions cannot be recognised. This is despite the locational advantages of this site to encourage the use of sustainable modes.</p>	<p>supported by a Transport Assessment.</p> <p>ENV2: Ensure that infrastructure to support the development of this site is phased in accordance with the delivery of housing</p> <p>ENV3: In terms of ensuring sustainable transport options and improving connectivity to/ from site, it is recommended that the site is developed in accordance with the emerging Durham City Sustainable Transport Delivery Plan.</p> <p>ENV4: Consider potential schemes to reduce local congestion, and in and around Durham city, so that 'hotspots' do not worsen and the city is not adversely affected by the increase in traffic generated by the site.</p> <p>ENV5: Undertake a feasibility study with regards the delivery of a district heating network in the northern part of Durham City</p>
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓/x	✓/x	✓/x	Probable	Durham City	Direct Indirect Permeant	<p>Overall the impact of development on this objective is likely to depend on implementation (e.g. the extent of hard-standing and green infrastructure/ open space integrated into the design)</p> <p>Although the site is not within a flood zone, and as such not at high risk from flooding, there are some areas which are prone to surface water flooding. It is nonetheless considered this would be possible to remediate as part of the development of the site, through appropriate green infrastructure and/or drainage. A substantial amount of structure planting should enable some natural soak away</p>	<p>ENV6: Ensure that the site is comprehensively masterplanned and delivered to a high-quality design.</p> <p>ENV7: Address the issue of flood protection, particularly with reference to the streams on site. Consider a SUDS scheme.</p>



							for surface water. Moreover, there is the potential for a SUDS to be incorporated and effective across the site.	
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓/x	x	xx	Possible	Durham City	Direct Indirect Permeant Residual	<p>Although this site is largely in agricultural use and arguably not very ecologically sensitive, there is still the potential for adverse effects if a robust stance towards mitigation is not taken given the identified constraints identified below. Moreover due to the scale of development as well as the likelihood of increased recreational pressure on habitats/ species, predation and disturbance from proximity to new development adverse effects are likely. As the quantum of development increases there is the potential for significant adverse impacts depending on implementation. The specific ecological constraints identified are set-out below:</p> <p>Development would lead to the loss of a significant area of open countryside, including some native hedgerows. Those that remain appear to be along lines that are recognisable from nineteenth-century maps and may therefore be “important” hedgerows under the Hedgerow Regulations 1997.</p> <p>Other BAP species would also be affected. There is a record of a barn owl in the northern part of the site and great crested newts nearby, though not on the site.</p> <p>Many trees and a long strip of woodland at Sniperley Hall and Sniperley Farm next to the site are covered by a Tree Protection Order (TPO). Several of the trees, and much of the woodland, is on the border of the western boundary. Insensitive development adjacent to the grounds of Sniperley Hall and Sniperley Farm could damage or destroy TPO trees within the grounds.</p> <p>There is a local wildlife site (the former reservoir) and Folly Plantation are on-site (central-east part). Streams run from the reservoir to the plantation, which follows a small dene. The risk is that development would fragment these almost interlinked habitats or affect their hydrology and therefore their ecology. Although the size of the site and the potential for incorporating green infrastructure means they could be protected from direct damage, their sustainability could be undermined by the effect that surrounding development would have on ecosystem services such as flooding and surface water pollution and movement of species, and by increased recreational pressure on the site.</p>	<p>ENV6: Ensure that the site is comprehensively masterplanned and delivered to a high-quality design.</p> <p>ENV8: An appropriate level of ecological assessment would be necessary prior to masterplanning. Trees and hedgerows on site should be retained wherever possible.</p> <p>ENV9: Based on evidence and an understanding of site constraints an appropriate housing density for Sniperley Park to maximise the delivery of affordable housing, but minimise environmental impacts should be identified.</p> <p>ENV10: Ensure that the existing Folly Plantation and former reservoir are protected within the development process and incorporated within the layout. Consideration should be given to: how the ecosystems within them could be protected from air or water pollution, drought or flood, fly-tipping, and damage due to recreational use; and how the inevitable fragmentation of habitats could be mitigated by the creation of linkages between these habitats and the wider countryside.</p> <p>ENV11: Particular care might have to be taken to avoid</p>

								development during the breeding season, given that there have been barn owls on site in the past.
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓/x	x	xx	Possible	Durham City	Direct Permanent Residual	<p>There is the potential for development of this site to have adverse impact on the local landscape and townscape of Durham City to the north. The landscape and visual sensitivity of the site increases in the south-east and north-west. Landscape and visual effects of development would depend on its scale and extent. A large-scale development would potentially entail a very substantial impact on the character of the landscape between Durham and Sacriston. This is primarily because overall the site is currently in agricultural use (intensive arable farming) and so built development would entail a fundamental change in character within the development footprint. Moreover the site is relatively open visually and built development would be highly visible from the surrounding road network until such time as any structural landscaping would become effective. Given the potential scale of built development it is considered that significant adverse impacts over the long-term as the quantum of development increases are possible if a robust approach to mitigation is not taken. Principally if an inappropriate density of development is delivered with a lack of structure planting then significant adverse impacts would be certain. This is despite the fact that this land is situated within the Durham City Green Belt. If this site is allocated potential harm against the 5 purposes of the Green Belt will nonetheless need to be taken into account and given substantial weight in any planning balance decision.</p> <p>That being said, there is the potential for such adverse impacts to be minimised. A key element of this will be developing a comprehensive masterplan for the site. The specific development constraints identified are set-out below.</p> <p>Development would be particularly visible from the A167 and would obstruct attractive views towards the woodlands of Sniperley Hall Park. Development up to the woodland edge would be visible in views from the south-west through the woodland. Development in to the south of the site would be easier to screen in wider views. Development to the east and north of the site would be widely visible for a lengthy period until structural landscaping became</p>	<p>ENV6: Ensure that the site is comprehensively masterplanned and delivered to a high-quality design.</p> <p>ENV9: Based on evidence and an understanding of site constraints an appropriate housing density for Sniperley Park to maximise the delivery of affordable housing, but minimise environmental impacts should be identified.</p> <p>ENV12: Ensure that losses of landscape features are minimised or compensated for in some degree by either structural landscaping or in off-site planting in adjacent areas. General impacts on the character of the local landscape could be mitigated in some degree by structural landscaping to reduce the visibility of built development (particularly where development may be within the visual setting of the World Heritage Site).</p> <p>ENV13: Substantial perimeter woodland belts and interior belts consolidating existing vegetation would help screen the development in views from the B6532 and break up the</p>

						<p>effective. The site is visible in views from the A167 although views are generally screened or heavily filtered by roadside vegetation. The site is generally open to view from the B6532. In views from the north (Findon Hill, B6532 north and Potterhouse Lane) the site as a whole is visible. The southern part of the site is partially screened or filtered by vegetation.</p> <p>The gently undulating landform of the site is such that impacts on the natural topography would be low provided that the minor valley of the Folly Burn was avoided and retained. Major woodland blocks (Folly Plantation, Caterhouse Pit) could readily be retained as part of structural landscaping as could significant hedges, hedgerow trees, field ponds and the former waggonway, although some losses could be anticipated.</p> <p>The site is large and complex and impacts on the local landscape would depend on the physical extent of development and the degree to which it eroded the rural character of the landscape west of the settlement edge.</p> <p>South and west of the B6532 the landscape is visually open, being made up of large amalgamated arable fields, but strongly influenced visually by the woodlands bordering onto it giving it an attractive wooded character. Views towards the Sniperley Park woodlands across open farmland are susceptible to obstruction by development. The southern part of the site is more sensitive in landscape terms (i.e. formally designated as an Area of High Landscape Value) which largely covers the Browney Valley but extends in this area to take in Sniperley Park and its immediate visual context. This part of the site is also open to view from the A167 in the vicinity of the Park &amp; Ride.</p> <p>South and east of the Folly Burn the landscape is more enclosed with a substantial plantation along the shallow valley of the burn in the north and woodland on an abandoned colliery site (Caterhouse Pit) in the south. The area contains a number of tall hedges with frequent hedgerow trees, an isolated field pond and the remains of a tramway running east from the colliery. The southern part of the site is occupied by playing fields. It is crossed by a number of overhead services including one high voltage (lattice tower) and two low voltage (timber pole) lines.</p> <p>North and west of the Folly Burn the landscape is more open with a relatively fragmented hedgerow network with sporadic, locally abundant, hedgerow trees. It is crossed by two low voltage overhead lines.</p>	<p>development roof-scape in views from higher ground. These would be in keeping with the wider Valley Terrace landscape which is well wooded in places. These would take some time (&gt;10 years) to have a substantial screening effect.</p> <p>ENV14: Development would require a substantial and comprehensive network of woodland planting which would have the effect of shifting the character of the landscape towards a more heavily wooded and enclosed character in the longer term (&gt; 10years).</p> <p>ENV15: The area between the edge of the City and Sacriston has some potential for improvement given its general lack of landscape features and the lack of connectivity between existing features. Key areas for potential include:  new native woodland planting along the Folly Burn and Little Gill;  enhanced management of Caterhouse Pit;  restoration of hedgerows on areas of open arable farmland.</p>
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							<p>North and west of Potterhouse Lane the landscape is relatively open with rolling/ undulating arable fields and a fragmented hedgerow network with sporadic, locally abundant, hedgerow trees.</p> <p><b>Townscape:</b> The development would have little effect upon the quality of townscape at Framwellgate Moor or Pity Me, because these districts are separated from the site by the A167 and its treed embankment, which screens the site from the existing built-up area and vice versa. However, as a substantial site on the edge of Durham city it could arguably affect the townscape of Durham as a whole. The contribution, positive or negative, that the development could make to townscape would depend upon the quality of masterplanning and design.</p>	
<p><b>12. To protect and enhance cultural heritage and the historic environment</b></p>	✓/x	x	xx	Possible	Durham City	<p>Direct Indirect Permanent</p>	<p>There is the potential for development of this site to have adverse impact on the historic environment in terms of the setting of some assets, the WHS and the potential loss of archaeological assets. Given the potential scale of built development it is considered that significant adverse impacts over the long-term as the quantum of development increases are possible if a robust approach to mitigation is taken. Principally if an inappropriate density of development is delivered with a lack of structure planting then significant adverse impacts would be certain. That being said, there is the potential for such adverse impacts to be minimised. A key element of this will be developing a comprehensive masterplan for the site. The specific historic environment constraint identified through a desk-based assessment are set-out below.</p> <p><i>Archaeological Assets</i> There are several sites of archaeological interest and ariel photography sites across the extent of development.</p> <p><i>Listed and Local Important Buildings</i> The site is adjacent to the grounds of Sniperley Hall and Farm. Sniperley Hall is a listed building of some significance and the farm is an attractive group; the grounds of both buildings have been identified as “designed landscapes”. Their settings would be affected by development, becoming rural buildings in a suburban context. This could be mitigated to some extent by the use of structured planting within the scenario in the area adjacent to Sniperley Hall.</p> <p><i>Durham Cathedral and Castle WHS</i></p>	<p>ENV6: Ensure that the site is comprehensively masterplanned and delivered to a high-quality design.</p> <p>ENV9: Based on evidence and an understanding of site constraints an appropriate housing density for Sniperley Park to maximise the delivery of affordable housing, but minimise environmental impacts should be identified.</p> <p>ENV16: Ensure that the design of the development takes into account the potential adverse impacts on the character and settings of the World Heritage Site as well as Sniperley Hall and Farm and its associated parkland and incorporates appropriate mitigation strategies to minimise such effects.</p> <p>ENV17: Care should be taken around the boundary of site to the west to ensure that the TPO trees and woodland at Sniperley</p>

							<p>The site lies close to the A167 part of the modern northern and western approach to the city, but at some distance before initial views of the WHS. Impacts would be low. The site would be visible in views from the historic western approach across Findon Hill. The cathedral tower is visible above buildings on the settlement edge from sections of the B5632.</p> <p>Development could be seen in the foreground of distant views of the WHS from higher ground of the outer bowl to the north and west (Brandon Hill, Findon Hill). The WHS is already seen in the context of extensive urban development. Development would increase the extent of built development in the view but would not change its general character.</p> <p>Development would increase scale of urban context to WHS in distant views but would not contain buildings competing with the cathedral or castle in respect of scale.</p>	<p>Hall and Farm are not affected by development.</p> <p>ENV18: Carry out a full archaeological excavation, recording and publication at developer's expense, as elsewhere.</p>
13. To protect and improve air, water and soil resources	✓/x	x	x	Possible	Countywide Durham City	Direct Indirect Permanent	<p><u>Air:</u> As discussed above there is the potential for development to increase car usage and increase road congestion given the scale of new housing development. However, given the location of Sniperley Park there is also the potential for a reduction in the need to travel and for sustainable transport modes to be encouraged to mitigate this and the subsequent adverse impact on air quality. This is particularly important given the fact an Air Quality Management Area (AQMA) is designated within Durham City centre (e.g. Milburngate Bridge). Overall impacts will depend on implementation and the extent of a modal shift towards more sustainable modes of transport.</p> <p><u>Water Quality:</u> The presence of Kielder and Cow Green Reservoir ensures that there is enough water to support growth. Any increase in additional water abstraction from the Magnesian Limestone Aquifer is likely to exacerbate existing supply issues and consultation with the Environment Agency would be required in respect of this. Currently specific evidence on waste water capacity infrastructure is being updated in accordance with information from Northumbria Water and so unknown. However, previous capacity issues were identified for Durham City. The site is not within a flood zone, but there is a potential risk of surface water flooding and to increase flooding issues. Specifically development could impact upon the Folly Burn (former reservoir) and, by extension, the River Wear. This could to some extent be mitigated by effective surface water management to ensure that pollutants in run-off are kept out of the watercourse but that clean water continues to reach it.</p>	<p>ENV1: Any future development proposals for the site to be supported by a Transport Assessment.</p> <p>ENV6: Ensure that the site is comprehensively masterplanned and delivered to a high-quality design.</p> <p>ENV2: Ensure that infrastructure to support the development of this site is phased in accordance with the delivery of housing</p> <p>ENV3: In terms of ensuring sustainable transport options and improving connectivity to/from site, it is recommended that the site is developed in accordance with the emerging Durham City Sustainable Transport Delivery Plan.</p> <p>ENV4: Consider potential schemes to reduce local congestion, and in and around</p>

							<p><u>Soil:</u> The development of the site would involve a fairly significant area loss of grade 3 agricultural land, which is defined as being used for “arable cropping/ rotational grassland (e.g. cereals, oilseed rape &amp; beans, or grass leys for dairy cows)”. The loss of this land cannot be mitigated. However, there is the potential to mitigate the adverse impacts on soil resources with the incorporation of green infrastructure. Residual adverse impacts are likely to remain.</p>	<p>Durham city, so that ‘hotspots’ do not worsen and the city is not adversely affected by the increase in traffic generated by the site.</p> <p>ENV7: Address the issue of flood protection, particularly with reference to the streams on site. Consider a SUDS scheme.</p>
<p><b>14. To reduce waste and encourage the sustainable and efficient use of materials</b></p>	x	x	x	Possible	Durham City	Permanent	<p>Due to the level of new housing proposed, and potential supporting infrastructure required, adverse impacts are possible due to overall increase in waste arisings (e.g. construction and operation).</p> <p>However, it is a Council and Local Plan priority to ensure that residential and commercial waste is managed in accordance with the waste hierarchy (i.e. Reduce, Re-use, Recycle, Recovery, and Disposal). Given the current situation where the majority of the County’s waste is managed higher up the waste hierarchy (e.g. used to feed energy from waste facilities), it is considered likely that a significant proportion of waste produced will avoid landfill. The County’s approved landfill capacity has also been declining over recent years and this trend is set to continue; particularly in light of increasing landfill tax charges. In addition to the adoption of sustainable waste management techniques and sustainable construction methods will further increase the resource efficiency of development.</p>	-
<p><b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b></p>	0	0	0	Probable	Central Durham, South Durham, East Durham and West Durham	Potential for long term effects due to working period of quarry sites	<p>Development of this site will increase the need for minerals and aggregates due to the quantum of new development proposed. However, community impacts will depend on the proximity of new housing to active quarry sites as well as how sites are operated and how materials transported. Due to distances involved residents on the proposed sites will not be affected, but there may be potential for existing residents in the following settlements to be affected by an increase demand for minerals extraction: Newton Aycliffe, Coxhoe, Ferryhill, Pitlington and Sherburn.</p> <p>Overall it is considered that any potential adverse effects will be mitigated by operational restrictions and therefore community impacts are likely to be minor.</p>	-

SA/SEA Objective	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	✓	✓	✓	Possible	Durham City	Permanent Direct	Overall the site has potential to provide a strategically important level of housing in County Durham over the plan period. The type and affordability of housing will be informed by analysis of the function this site should play, alongside other housing sites, in meeting the overall housing need at County level identified in the SHMA. Depending on the viability of the site there is potential to provide a relatively high proportion of affordable homes on it. Development of this site should play a role in assisting regeneration of the area considering the fact that the adjacent residential area along the A181 is deemed to be in the top 5% of the most deprived, nationally according to 2011 census data.	SOC12: Ensure that the site is comprehensively masterplanned and delivered to a high-quality design.
<b>2. To promote strong, secure communities</b>	✓/x	x	x	Possible	Durham City	Direct Indirect Residual	<p>There is the potential for the site to be closely linked with the existing communities in Carville and Belmont, as well as with the district centre on Dragon Lane; which are adjacent to, less than 0.5km, and less than 0.4km away respectively.</p> <p>The potential quantum of development to be delivered across this site is likely to put pressure on the capacity of essential services (e.g. schools, health care centres, shops, etc) over the plan period; particularly when considered in the context of the wider growth of the city. Capacity issues are not recognised or infrastructure is not phased in accordance with development, adverse impacts are considered probable in this regard.</p> <p>Currently the A181/ Sherburn road is a busy road with few crossing points. It provides the only possible access point to the site, and may require an extension to its 30 mph zone as well as an additional junction / roundabout. Traffic issues are likely to be exacerbated by the impact of an increased local population associated with this site.</p>	<p>SOC1: Ensure there are accessible and sustainable transport options available to link the site with essential facilities, services, employment, and transport network – e.g. improve/ enhance current footpaths and cycleways, as well as creating new ones, to make them more pleasant and accessible for a variety of users to increase patronage; and ensure multi-user routes are adequately linked to existing network.</p> <p>SOC2: Any future development proposals</p>



						<p>The site is separated from residential areas immediately to the west by Bent House Lane, which is a quiet bridleway and therefore does not cause significant severance issues. Bent House Lane should be retained as it is (not used as an access road) to retain cycling / walking access and ensure connections can easily be made between the settlements. The A181 and district centre (Dragonville industrial estate combined with Durham city retail park) lie between the site and residential areas to the north. There is a cycle route (NCN 14) up Dragon Lane, linking to Renny's Lane and Belmont, but in general the district centre does not provide an attractive environment for walking and cycling. Environmental improvements to the district centre and the provision of more routes, and safe crossings would help to ensure that the new housing site is neither physically nor socially cut-off, which will help to improve community safety and cohesion in the area – i.e. ensure the site is as integrated/ connected as possible with existing communities and development.</p> <p>In terms of road traffic congestion there is potential for development of this site to exacerbate existing issues as well as increase the number of residents at risk from increased traffic movements (e.g. safety, severance, air quality issues). Careful consideration should be given to the transport implications of developing this site.</p>	<p>for the site to be supported by a Transport Assessment.</p> <p>SOC3: Pedestrian crossing points should be improved (namely over the A181) to ensure residents' safety and access to existing development, communities, facilities, and services. Safe and secure footpaths, cycleways, bridges, etc will help to ensure that the new housing site is neither physically nor socially cut-off from Belmont or the district centre at Dragon Lane.</p> <p>SOC4: Improved access to local services could be achieved by traffic planning and provision of pedestrian-friendly layouts to link new development to the Dragon Lane district centre. Layouts should ensure permeability between the new development and the Sherburn road estate. This could help in the regeneration of this estate – either by linking it to a better urban environment</p>
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								<p>or by developers' provision of physical improvements.</p> <p>SOC5: Consider carrying out capacity needs assessments on essential services to ensure the needs of existing and new residents are met as the potential size of development could put pressure on them – e.g. GPs, schools, convenience shops, post office, etc.</p> <p>SOC6: Ensure that infrastructure to support the development of this site is phased in accordance with the delivery of housing.</p> <p>SOC12: Ensure that the site is comprehensively masterplanned and delivered to a high-quality design.</p>
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓/x	✓/x	✓/x	Probable	Durham City	Permanent Direct	<p>Accessibility to educational facilities is likely to be relatively good given the distances involved. However, as noted above, improvements to improve access by walking, cycling and bus should be sought given potential severance issues and reliance on the car.</p> <p>There are a number of education and training facilities in the within 800m of the site (nearest point taken). Other facilities are marginally over that distance, but still provide relatively close provision. Overall</p>	<p>SOC5: Consider carrying out capacity needs assessments on essential services to ensure the needs of existing and new residents are met as the potential size of development could put pressure on them – e.g.</p>

							<p>within the vicinity of the site there are 5 primary schools, 1 secondary school, and 1 Sixth Form college.</p> <p>The following lists the closest education facilities to the site (as the crow flies):  St Joseph RC Primary at 0.6 km  Laurel Avenue Community Primary at 0.7 km  Durham Gilesgate Primary at 1 km  Belmont School Community Arts College (secondary school except 16-19 year olds) at 1.1 km  St Thomas More RC Primary School 1.2 km  Belmont CE Infant and Junior Schools at 1.2 km  Durham Gilesgate Sports College and 6<sup>th</sup> Form Centre at 1.2 km</p> <p>Based on evidence from the emerging Infrastructure Delivery Plan and the Pupil Place Planning in Durham Schools Report (2017) there are likely to be capacity issues as a result of this development; and in particular in combination with wider growth of the city and potential housing allocations in the Durham City and Central Durham Monitoring Area (i.e. several settlements in Central Durham are reliant on the three secondary schools in Durham City). Data on local school capacity suggests that housing development on this site may cause issues over the plan period, with a potential need for increased classroom provision in the longer term. There is the potential for adverse impacts if capacity needs of educational places are not addressed or phased in accordance with new housing. The Infrastructure Delivery Plan should nonetheless detail which level of investment in educational facilities is required. The size of the site may also enable on-site facilities to be provided to help improve access and minimised adverse capacity issues.</p> <p>In terms of accessibility and capacity of school places, overall impacts have been determined as depend on implementation.</p>	<p>GPs, schools, convenience shops, post office, etc.</p> <p>SOC6: Ensure that infrastructure to support the development of this site is phased in accordance with the delivery of housing.</p> <p>SOC7: Consider the provision of facilities and services on-site to improve accessibility and reduce potential adverse impacts on existing infrastructure.</p>
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓/x	✓/x	✓/x	Probable	Durham City	Permanent Direct	<p>The majority of services that would help to reduce health inequalities and promote healthy lifestyles (physical and mental health) are outwith the ideal 800m of new development (from the nearest point of the site as the crow flies). However, the following lists the closest health, leisure, and community facilities to the site</p>	<p>SOC1: Ensure there are accessible and sustainable transport options available to link the site with essential facilities, services,</p>

						<p>(as the crow flies) shows that there is a good mix of services within a reasonable distance:  GPs: Gilesgate Medical Centre at 0.9 km; Cheveley Park Medical Centre at 1.3 km; Belmont Surgery at 1.3 km; and Sherburn Surgery at 1.6 km.  Hospital: University Hospital (A&amp;E) at 3.7 km.  Leisure Centres: Sherburn Leisure Centre at 1.5 km  Community facilities: Bent House Lane at 0.2 km; Belmont Community Centre at 1.1 km; Sherburn Village Community Centre at 1.7 km.  Despite the relative proximity of the site to facilities, the potential increase of the local population generated by the development of this site may put pressure on the above existing services (E.g. GPs and Durham University Hospital). Given the current national position of the NHS and its ability to cope with increasing demands, there is the potential for significant adverse effects in this regard if some on-site mitigation cannot help to alleviate some of this pressure. The size of the site may also enable on-site facilities to be provided to help improve access and minimised adverse capacity issues.</p> <p>Local air and noise pollution may increase with the new development through increased traffic, which will have a negative impact on residents' physical and mental health.</p> <p>The immediate area has no recreational value, being arable farmland free of footpaths, but provides an open rural outlook from housing along Bent House Lane which is also a bridleway. The OSNA identifies shortages in open space provision: e.g. amenity open space, play space, allotments, and parks and gardens. As such there are opportunities to improve the quality and quantity of open space provision with the development of this site. There is nonetheless a PROW along Bent House Lane which links to other routes to Shincliffe, Old Durham and Durham City. Such an asset should be exploited through good masterplanning which could improve networks further by creating well-connected footpaths/ cycleways/ multi-user routes to promote walking and cycling as part of a healthy lifestyle.</p>	<p>employment, and transport network – e.g. improve/ enhance current footpaths and cycleways, as well as creating new ones, to make them more pleasant and accessible for a variety of users to increase patronage; and ensure multi-user routes are adequately linked to existing network.</p> <p>SOC5: Consider carrying out capacity needs assessments on essential services to ensure the needs of existing and new residents are met as the potential size of development could put pressure on them – e.g. GPs, schools, convenience shops, post office, etc.</p> <p>SOC6: Ensure that infrastructure to support the development of this site is phased in accordance with the delivery of housing</p> <p>SOC7: Consider the provision of facilities and services on-site to improve accessibility and reduce potential adverse</p>
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								<p>impacts on existing infrastructure.</p> <p>SOC8: Consider including 'buffers' to minimise noise and air pollution issues for new residents.</p> <p>SOC9: The PROW along Bent House Land should be retained and attention given to how its attractiveness and usability to walkers could be maintained, given the likely impacts of urbanisation on it in terms of character and traffic.</p> <p>SOC10: Seek to make improvements in the quality and quantity of open space provision through the development of this site.</p> <p>SOC12: Ensure that the site is comprehensively masterplanned and delivered to a high-quality design.</p>
<b>5. To reduce the need to travel and promote use of sustainable</b>	✓/✗	✓/✗	✗	Possible	Durham City	Permanent Direct	Development of this site has potential to reduce the need to travel and encourage the use of sustainable modes of transport given its proximity to Durham City centre and its services/ facilities/ employment/ transport options as well as those more local options (e.g. Durham City Retail Park and Dragonville Industrial Estate).	SOC1: Ensure there are accessible and sustainable transport options available to link the site with essential facilities, services, employment, and

<p><b>transport options</b></p>						<p>The site is also a relatively short distance from Durham city so as to not discourage cycling and walking. For instance there is a PROW/ National Cycle Network route (Old Durham Lane) that follows the boundary of the site to the north-west and provides access (by foot and by bike) to Durham city via Old Durham and along the River Wear. This provides a more pleasant and safe route into town than the road network. There are several PROW in the area that could provide decent access to other settlements/ services/ facilities, particularly if up-graded to multi-user routes: e.g. Mill Lane and the former Durham Elvet and Murton branch line (the latter would have to be in association with development at Sherburn Grange).</p> <p>Public transport is likely to be good as there are frequent buses (c. 5 buses per hour) along A181 towards Durham city and additional services to Dragon Lane.</p> <p>Despite such potential benefits if infrastructure improvements are not made and in accordance with new housing, there is potential for adverse impacts over the long-term. The benefits of the location may also be reduced by urban fabric around the facilities at Dragon Lane and the A181 which are currently not conducive to cycling and walking, despite the presence of National Cycle Network Route 14. Moreover, the Durham city retail park was established specifically to provide bulky good retail space and so the facilities and layout provided reflect this; and thereby making it more 'car friendly'. The potential increase in traffic from this site could affect congestion on the A181 (particularly at the traffic signals at the bottom of Dragon Lane), causing delays in bus journeys as well as car journeys and also making walking and cycling in the area more unpleasant.</p>	<p>transport network – e.g. improve/ enhance current footpaths and cycleways, as well as creating new ones, to make them more pleasant and accessible for a variety of users to increase patronage; and ensure multi-user routes are adequately linked to existing network.</p> <p>SOC2: Any future development proposals for the site to be supported by a Transport Assessment.</p> <p>SOC3: Pedestrian crossing points should be improved (namely over the A181) to ensure residents' safety and access to existing development, communities, facilities, and services. Safe and secure footpaths, cycleways, bridges, etc will help to ensure that the new housing site is neither physically nor socially cut-off from Belmont or the district centre at Dragon Lane.</p> <p>SOC4: Improved access to local services could be</p>
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								<p>achieved by traffic planning and provision of pedestrian-friendly layouts to link new development to the Dragon Lane district centre. Layouts should ensure permeability between the new development and the Sherburn road estate. This could help in the regeneration of this estate – either by linking it to a better urban environment or by developers’ provision of physical improvements.</p> <p>SOC6: Ensure that infrastructure to support the development of this site is phased in accordance with the delivery of housing</p> <p>SOC9: The PROW along Bent House Land should be retained and attention given to how its attractiveness and usability to walkers could be maintained, given the likely impacts of urbanisation on it in terms of character and traffic.</p> <p>SOC11: In terms of ensuring sustainable</p>
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								transport options and improving connectivity to/ from site, it is recommended that the site is developed in accordance with the emerging Durham City Sustainable Transport Delivery Plan.  SOC12: Ensure that the site is comprehensively masterplanned and delivered to a high-quality design.
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Probable	Durham City Countywide	Direct  Long-term, potential for permanent	Residential areas along the A181 are deemed to be in the top 5% of the most deprived, nationally. Development should therefore play a role in assisting regeneration and making environmental improvements as well as potentially supporting those on lower incomes (i.e. access to employment/ training opportunities). It is considered that good masterplanning of the site and sustainable transport improvements would help to secure significant positive effects over the long-term. There are particular opportunities to enhance the district centre on Dragon Lane and adjacent residential area on Sherburn Road. Pedestrian-friendly layouts that provide permeability between the new development and existing residential areas could help with regeneration by linking it to a better urban environment or by developers' provision of physical improvement.  New housing development may also improve physical access to local employment. For instance, Dragonville industrial estate and Durham city retail park are within the ideal 800m from some of the new dwellings – approx. 100m/ 0.6 km from the nearest point and 0.5 km/ 1 km from the furthest point in the site). In addition, Belmont Industrial Estate / Business Park is about 1.5km away. Durham city itself with its more extensive employment opportunities/ facilities is, at the nearest point, 2.3 km away and, at the furthest point, 2.8 km	-

							<p>away. However, increased traffic generated by the site is likely to increase congestion into Durham city and restrict access to jobs.</p> <p>Access to services/ facilities and employment by public transport is particularly important for areas suffering from deprivation considering potential access to private transportation.</p>	
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Probable	Durham City Countywide	Permanent Direct Indirect Residual	<p>Development of this site has the potential to complement existing and proposed employment land allocations in Durham City. This is a key factor in securing positive economic effects as economic growth will support housing and vice versa. Specifically there is potential for this site to support proposed and committed economic development in the city as well as safeguard and support the expansion of existing businesses.</p> <p>Depending on the type and size of housing delivered across the site there is potential for housing to attract skilled professionals to Durham City, and as such, further help to secure economic benefits to the city and the county overall. However, currently there is no certainty that this can be achieved.</p> <p>Development on this site will also generate employment for different sectors during the construction period, which may be over the long-term dependent on the phasing of the house development, and thereby provide some protection to the local economy. Such a large site is likely to support those who provide services to homes and sustain existing local business and services (e.g. at the Durham City retail park and Dragonville industrial estate).</p> <p>Unless addressed through site-specific mitigation as well as city-wide sustainable transport schemes, it is likely that the potential for traffic growth from this site and across the County as a result of proposed development to have an adverse impact on the road traffic congestion. As such, the potential positive economic effects over the long-term have been minimised considering the level of infrastructure improvements and policy requirements needed to address this issue.</p>	<p>ECON1: Ensure there are accessible and sustainable transport options available to link the site with essential facilities, services, employment, and transport network – e.g. improve/ enhance current footpaths and cycleways, as well as creating new ones, to make them more pleasant and accessible for a variety of users to increase patronage; and ensure multi-user routes are adequately linked to existing network.</p> <p>ECON2: Any future development proposals for the site to be supported by a Transport Assessment.</p> <p>ECON3: Ensure that infrastructure to support the development of this site is phased in accordance with the delivery of housing</p>



								ECON4: In terms of ensuring sustainable transport options and improving connectivity to/from site, it is recommended that the site is developed in accordance with the emerging Durham City Sustainable Transport Delivery Plan.
<b>8. To reduce the causes of climate change</b>	x	x	x	Possible	Durham City	Direct Indirect Permanent Residual	<p>The construction and operation of new dwellings will consume significant amounts of energy and resources, and therefore the release of greenhouse gases. The actual impact on this objective is dependent upon the scale and design of proposed housing development, including landscaping. However, overall adverse impacts are considered possible due to the quantity of housing proposed.</p> <p>This is despite modern building regulations which will mean homes will be significantly more energy efficient than average existing home in the County. The potential to mitigate adverse impacts could be enhanced by the adoption of sustainable construction methods and incorporation of renewable energy.</p> <p>Transport-related emission are another factor to consider in relation to this objective. Given that there is no certainty that people's reliance can be minimised as a result of development, the potential for sustainable transport methods to mitigate increases in carbon emissions cannot be recognised. This is despite the locational advantages of this site to encourage the use of sustainable modes.</p>	<p>ENV1: Ensure that the site is comprehensively masterplanned and delivered to a high-quality design.</p> <p>ENV2: High levels of energy efficiency should be incorporated in the housing developed along with the incorporation of renewable energy sources to reduce carbon emissions associated with domestic energy use.</p> <p>ENV3: Any future development proposals for the site to be supported by a Transport Assessment.</p> <p>ENV4: Ensure that infrastructure to support the development of this</p>

								<p>site is phased in accordance with the delivery of housing</p> <p>ENV5: In terms of ensuring sustainable transport options and improving connectivity to/ from site, it is recommended that the site is developed in accordance with the emerging Durham City Sustainable Transport Delivery Plan.</p>
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓/x	✓/x	✓/x	Probable	Countywide	Direct Indirect Permanent	<p>Overall impacts will depend on implementation.</p> <p>Even though flood risk is a constraint on development, new developments present the best opportunities to manage the risk of surface water flooding, particularly the development of combined sewer networks. The emerging Strategic Flood Risk Assessment identifies that the site is not within a flood zone. However, there are known surface water flooding issues in relation to Old Durham Beck. Comprehensive masterplanning will help to ensure high-quality design outcomes which could include, for instance, the incorporation of green infrastructure to enable people and species to adapt to climate extremes.</p>	<p>ENV1: Ensure that the site is comprehensively masterplanned and delivered to a high-quality design.</p> <p>ENV6: Ensure surface water flooding issues are taken into account, with appropriate measures incorporated into the site design (e.g. SUDs and green infrastructure).</p>
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓/x	✓/x	✓/x	Probable	Durham City	Direct Indirect Permeant	<p>In general this site is relatively free of environmental constraints as the majority of the proposed development area is intensive arable farming. There is only one hedge along the western edge of the site and no other features which appear to be of nature conservation interest. There is also a group of TPO trees at Bent House Farm, adjacent to the south-western boundary of the site. Both these assets would be easy to retain / protect through incorporating adequate greenspace on the site. However, this would need to be</p>	<p>ENV1: Ensure that the site is comprehensively masterplanned and delivered to a high-quality design.</p> <p>ENV7: An appropriate level of ecological</p>

							incorporated as mitigation of any proposed scheme to avoid adverse impacts. Built development still has the potential to have some adverse impacts on protected habitats and species. This is primarily due to the scale of land required, urbanisation of land currently in agricultural use, and proposals for increased access. As such, there may be some loss/ disturbance of protected species and their habitats as well as increased levels of predation and recreational pressure. Overall impacts will depend on implementation and the quality of the masterplan/ site design.	assessment would be necessary to establish the importance of habitats and species on the site and inform the incorporation of green infrastructure on the site.
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓/x	x	x	Probable	Durham City	Direct Permanent Residual	<p><b>Landscape:</b> Although the greater part of the area is in agricultural use (intensive arable farming), built development would entail a fundamental change in character within the development footprint. Such impacts will be more significant depending on the density of new development and the level of green infrastructure incorporated into the site. There is nonetheless potential for development to relate reasonably well to the existing built form in the area and to have a relatively low impact on the wider landscape provide that the relationship between the site's southern edge and the skyline views from the south are handled well.</p> <p>The site is also within a Landscape Improvement Area' as classified by the County Durham Landscape Strategy; and so there are likely to be opportunities for the landscape to be enhanced given the site's general lack of landscape features and lack of connectivity between existing features.</p> <p>The following provides specific landscape information on the site: An area of gently undulating open arable farmland lying west of the A1 (M) and south of the A181. The land falls gently to the south and east where it is bounded by the steeper slopes of the valley of the Old Durham Beck. It is bounded to the north by the southern edge of Dragonville industrial estate, to the west by Carville residential estate, and to the east by the A1 (M) which runs in a deep cutting. The landscape is broad in scale and generally lacking in features being made up of large amalgamated arable fields. The boundary network is heavily fragmented and reduced to a single isolated hedge.</p>	<p>ENV1: Ensure that the site is comprehensively masterplanned and delivered to a high-quality design.</p> <p>ENV8: A significant amount of structural landscaping to minimise the impact on the landscape and important assets – e.g. any local wildlife, areas of high landscape value, trees, hedgerows, listed buildings, and registered gardens/ parks. A development of this scale would require large scale structural landscaping to reduce visibility of built elements and reinforce the rural character of the Old Durham Beck. For instance, substantial perimeter woodland belts while out of keeping with its present open character would be in keeping with</p>

						<p>The site is relatively robust and simple landform and few mature features that would be vulnerable to development impacts The site as a whole has an essentially rural character in views out from the settlement edge, but more urban fringe in views back towards it where the settlement edge is influential in the view. The site forms part of an area identified as of HLV which follows the Old Durham/ Sherburnhouse Beck around the eastern edge of the city. The site forms part of an arable plateau between the valley landscapes of the Beck and the city's urban/ industrial edge and is generally in poorer condition than, and of a lower scenic quality than, the valley landscapes to the south. It nevertheless has some value as part of the visual context of the valley with which it merges seamlessly. As it occupies an elevated site it forms part of the skyline in views northwards across the Old Durham valley. The site does not have a particularly high landscape or visual sensitivity other than its skyline role in views of the south. The potential landscape effects with and without mitigation would be low and medium respectively.</p> <p>As such, overall significant adverse landscape impacts are considered unlikely, despite the fact that this land is situated within the Durham City Green Belt. If this site is allocated potential harm against the 5 purposes of the Green Belt will nonetheless need to be taken into account and given substantial weight in any planning balance decision.</p> <p><b>Townscape:</b> The local townscape quality (including Durham city retail park and Dragonville industrial estate) is poor because of the expanses of car park, large utilitarian units, and lack of local distinctiveness. It is nonetheless convenient for the car-borne visitors. It might be the case that development at the site will change its role into more of a district centre. However, the current urban form does not lend itself towards this. Dragon Lane and Durham City retail park was established specifically to provide bulky goods retail space to prevent leakage of this type of trade to other centres and its layout reflects this.</p>	<p>the wider valley terrace landscape which is well wooded in places.</p> <p>ENV9: Impacts on the skyline of views to the south could be mitigated in some degree by careful selection of the southerly extent of development and structural landscaping in the form of a substantial perimeter belt of native woodland. This would need to be reasonably robust and blocky or irregular in form to be in keeping with the wider valley landscape and would take some time to have a substantial screening effect.</p> <p>ENV10: Potential losses of landscape features could be readily compensated for by either in structural landscaping or off-site planting in adjacent sites. Trees and hedgerows around the perimeter of the site should be retained where possible. Care should also be taken around the south-western boundary of the site to ensure that the group of TPO trees at</p>
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								Bent House Farm are not affected by development. Ensure trees and hedges on site are retained within the development where possible.
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓/x	x	x	Probable	Durham City	Direct Indirect Permanent	<p>There is the potential for development of this site to have adverse impact on the historic environment in terms of the setting of 'Old Durham' and Durham Cathedral and Castle WHS; particularly given the significance of the WHS. However, it is considered that there is the potential for adverse impacts to be either avoided or mitigated; and so significant adverse impacts are unlikely in relation to the development of this site. There is still the potential for adverse residual impacts if mitigation measures are not effective.</p> <p><i>Old Durham:</i> a cluster of premises of historic significance at Old Durham, to the west of the site: the Tithe Barn, a retaining wall and gazebo, which are Grade II listed, and Old Durham Gardens, which is Grade II on English Heritage's list of historic parks and gardens.</p> <p><i>Castle &amp; Cathedral WHS:</i> The site lies on the horizon in the backdrop to the WHS in views from higher ground on the edge of the inner bowl to the west in the Summerville area. The horizon in that area is made up of existing buildings and vegetation. The cathedral towers and pinnacles project beyond the skyline. Development would be largely screened by existing buildings and vegetation and would not affect the character of the view or the relationship of the cathedral with the skyline. Development could be seen in association with the WHS in views from higher ground of the outer bowl to the east along the limestone</p>	<p>ENV1: Ensure that the site is comprehensively masterplanned and delivered to a high-quality design.</p> <p>ENV11: Historic environment impacts can be avoided or reduced through sensitive design in respect of layout, density, scale, massing, materials, lighting strategy and through external and internal structural landscaping to screen / assimilate the roofscape.</p>

							<p>escarpment including notable pilgrimage routes such as Signing Bank. The WHS is seen in the context of extensive urban development. Development would increase the extent of built development in the view but would not change its general character.</p> <p>Development would increase the amount of built form on the edge of the city in distant views of the WHS but would not contain buildings competing with the cathedral or castle in respect of scale.</p>	
<b>13. To protect and improve air, water and soil resources</b>	✓/x	x	x	Possible	Countywide Durham City	Direct Indirect Permanent	<p><u>Air</u>: As discussed above there is the potential for development to increase car usage and increase road congestion. In particular, there is the potential for congestion and air quality in the vicinity of the A690/A181 roundabout (Gilesgate Bank approach) to worsen. However, there is also the potential for a reduction in the need to travel and for sustainable transport modes to be encouraged to mitigate this and the subsequent adverse impact on air quality. This is particularly important given the fact an Air Quality Management Area (AQMA) is designated within Durham City centre (e.g. Milburngate Bridge). Overall impacts will depend on implementation and the extent of a modal shift towards more sustainable modes of transport.</p> <p><u>Water</u>: The presence of Kielder and Cow Green Reservoir ensures that there is enough water to support growth. Any increase in additional water abstraction from the Magnesian Limestone Aquifer is likely to exacerbate existing supply issues and consultation with the Environment Agency would be required in respect of this. Currently specific evidence on waste water capacity infrastructure is being updated in accordance with information from Northumbria Water and so unknown. However, previous capacity issues were identified for Durham City. The site is not within a flood zone, but there is a potential risk of surface water flooding and to increase flooding issues in relation to Durham Burn Beck. There is also the potential for the increased run-off as a result of increased urbanisation/ hard-standing. This is particularly important consider the current water quality in Durham Burn Beck is poor as a result of surface water run-off. Due to the increase in hard-standing this may increase.</p> <p><u>Soil</u>: The development of the site would involve a fairly significant area loss of grade 3 agricultural land, which is defined as being</p>	<p>ENV1: Ensure that the site is comprehensively masterplanned and delivered to a high-quality design.</p> <p>ENV2: High levels of energy efficiency should be incorporated in the housing developed along with the incorporation of renewable energy sources to reduce carbon emissions associated with domestic energy use.</p> <p>ENV3: Any future development proposals for the site to be supported by a Transport Assessment.</p> <p>ENV4: Ensure that infrastructure to support the development of this site is phased in accordance with the delivery of housing</p>

						<p>used for “arable cropping/ rotational grassland (e.g. cereals, oilseed rape &amp; beans, or grass leys for dairy cows)”. The loss of this land cannot be mitigated. However, there is the potential to mitigate the adverse impacts on soil resources with the incorporation of green infrastructure. Residual adverse impacts are likely to remain.</p>	<p>ENV5: In terms of ensuring sustainable transport options and improving connectivity to/ from site, it is recommended that the site is developed in accordance with the emerging Durham City Sustainable Transport Delivery Plan.</p> <p>ENV8: A significant amount of structural landscaping to minimise the impact on the landscape and important assets – e.g. any local wildlife, areas of high landscape value, trees, hedgerows, listed buildings, and registered gardens/ parks. A development of this scale would require large scale structural landscaping to reduce visibility of built elements and reinforce the rural character of the Old Durham Beck. For instance, substantial perimeter woodland belts while out of keeping with its present open character would be in keeping with the wider valley terrace</p>
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								landscape which is well wooded in places.  ENV12: Seek opportunities to mitigate surface water flooding risk and improve water quality in Durham Burn Beck.
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	X	X	X	Possible	Durham City	Permanent	<p>Due to the level of new housing proposed, and potential supporting infrastructure required, adverse impacts are possible due to overall increase in waste arisings (e.g. construction and operation).</p> <p>However, it is a Council and Local Plan priority to ensure that residential and commercial waste is managed in accordance with the waste hierarchy (i.e. Reduce, Re-use, Recycle, Recovery, and Disposal). Given the current situation where the majority of the County's waste is managed higher up the waste hierarchy (e.g. used to feed energy from waste facilities), it is considered likely that a significant proportion of waste produced will avoid landfill. The County's approved landfill capacity has also been declining over recent years and this trend is set to continue; particularly in light of increasing landfill tax charges. In addition to the adoption of sustainable waste management techniques and sustainable construction methods will further increase the resource efficiency of development.</p>	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	0	0	0	Probable	Central Durham, South Durham, East Durham and West Durham	Potential for long term effects due to working period of quarry sites	<p>Development of this site will increase the need for minerals and aggregates due to the quantum of new development proposed. However, community impacts will depend on the proximity of new housing to active quarry sites as well as how sites are operated and how materials transported. Due to distances involved residents on the proposed sites will not be affected, but there may be potential for existing residents in the following settlements to be affected by an increase demand for minerals extraction: Newton Aycliffe, Coxhoe, Ferryhill, Pitlington and Sherburn.</p> <p>Overall it is considered that any potential adverse effects will be mitigated by operational restrictions and therefore community impacts are likely to be minor.</p>	-



**Policy 6: Development on Unallocated Sites in Built up areas**

Table 7 Policy 6: Issue/ Option - How to treat proposals upon land on the edge of a settlement									
SA/SEA Object. Number	Options Assessed	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
		S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	A: Proposals upon land on the edge of a settlement should be treated as development in the countryside	x	x	x	Possible	Countywide	Direct and residual  Potential for permanent effects	In her foreword to the Housing White Paper, <sup>1</sup> the Prime Minister notes that, 'our broken housing market is one of the greatest barriers to progress in Britain today...housing is increasingly unaffordable... the starting point is to build more homes. Section 5 of the NPPF, 'Delivering a sufficient supply of high quality homes' seeks to respond to the housing crisis with Paragraph 59 recognising that in order to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed.  In County Durham, housing need will be met predominantly through existing commitments and sites that will be allocated for development within the County Durham Plan i.e. 'planned' development. Whilst treating all edge of settlement housing proposals as development in the countryside will restrict unplanned housing proposals the overall effects on meeting housing need is unlikely to be significantly adverse. The adverse effects predicted can be overcome by ensuring that exceptions are made to this approach where a housing need can be	<b>SOC1:</b> Ensure that the Plan allows for exceptions to this approach in relation to meeting a demonstrable local housing need.

<sup>1</sup> Department for Communities and Local Government (February 2017) Fixing our Broken Housing Market

								demonstrated such as for affordable housing in rural areas.	
	<b>B:</b> Proposals upon land on the edge of a settlement should be considered as development in the built up area where it adjoins a settlement	✓	✓	✓	Possible	Countywide	Direct. Potential for permanent effects	As mentioned against option A, housing need in County Durham will be predominantly met through 'planned' development, reducing the reliance on unplanned (or windfall) housing proposals and therefore need for land to be available on the edge of settlements for such purposes. However, as this option could better support meeting affordable housing need in rural areas more positive effects are predicted.	-
	<b>C:</b> Proposals upon land on the edge of a settlement should be considered as development in the built up area where it is well contained by existing built development	✓/x	✓/x	✓/x	Possible	Countywide	Direct. Potential for permanent effects	As for option B, this option could better support meeting affordable housing need in rural areas than option A. However, the requirement for edge of settlement proposals to be well contained by existing built development may restrict the provision of such housing in linear settlements within County Durham.	<b>SOC2:</b> As for SOC1
<b>2. To promote strong secure communities</b>	<b>A:</b> Proposals upon land on the edge of a settlement should be treated as development in the countryside	x	x	x	Probable	Countywide	Direct  Potential for permanent effects	Whilst treating land on the edge of a settlement for the purposes of decision making as 'development in the countryside' is likely to focus development within the main body of a settlement and therefore locations which predominantly have the best access to available community facilities and services, and to areas which have better levels of supervision helping to deter crime, opportunities to provide community services that cannot be delivered in the main body of the settlement due to issues of land suitability/availability etc may be lost if allowances are not made for these. In addition, treating all edge of land development proposals as being in the countryside is likely to increase developer pressure on locally valued areas of community green space within the main body of settlements.	<b>SOC3:</b> In the event that this option is selected, allowances should be made for the provision of community services and facilities in 'the countryside' under certain circumstances. Protection within policy should also be afforded to important green spaces within built up areas.

	<b>B:</b> Proposals upon land on the edge of a settlement should be considered as development in the built up area where it adjoins a settlement	✓/x	✓/x	✓/x	Possible	Countywide	Direct. Potential for permanent effects	This option is the least restrictive to new development and may therefore better serve the needs of communities in respect of community facility / services provision. Allowing adjoining development on the edge of a settlement will also minimise potential pressure on existing valued community assets within the main body of existing settlements such as well used open spaces. However, adjoining edge of settlement development is unlikely to be subject to as much natural supervision as development within the main body of a settlement and may also increase levels of traffic from residents travelling from the outskirts of a settlement into the centre to access facilities/services etc.	<b>SOC4:</b> Ensure new adjoining edge of settlement developments are designed to secured by design standard and have good access to public transport provision. The potential for on site provision of community facilities and services should also be considered for larger sites to minimise traffic impacts.
	<b>C:</b> Proposals upon land on the edge of a settlement should be considered as development in the built up area where it is well contained by existing built development	✓/x	✓/x	✓/x	Possible	Countywide	Direct  Potential for permanent effects	Compared to option A, this option will better serve the needs of communities in respect of housing, employment and community facility / services provision, particularly where settlements have limited levels of suitable or available land within them. However, compared to option B, this option may be more restrictive towards edge of settlement development which could serve the needs of communities in linear settlements which are less likely to be well contained by existing built development. Well contained edge of settlement development is however, more likely to be subject to natural levels of supervision which contributes towards deterring crime compared to option B. In addition, potential traffic impacts may be lessened as if the edge of settlement proposal is well contained it is more likely to be served by existing public transport routes.	<b>SOC5:</b> Ensure that allowances or exceptions can be made for proposals on the edge of settlements which are not well contained and relate directly to meeting community need. This will help to address any issues within linear settlements in the event that this option is selected.
<b>3. To improve education, training and life-long learning, and maintain a</b>	<b>A:</b> Proposals upon land on the edge of a settlement should be treat as development in the countryside	x	x	x	Possible	Countywide	Direct  Potential for permanent effects	Option may be too restrictive in relation to the provision of new educational facilities where the only suitable location may be in locations which fall outside of the main body of a settlement but adjoin it.	<b>As for SOC3</b>

<b>healthy labour market</b>	<b>B:</b> Proposals upon land on the edge of a settlement should be considered as development in the built up area where it adjoins a settlement	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects.	This option is the least restrictive towards new development and may therefore better serve community needs in respect of supporting existing or providing new educational facilities. The potential for positive effects are therefore predicted.	-
	<b>C:</b> Proposals upon land on the edge of a settlement should be considered as development in the built up area where it is well contained by existing built development	✓/x	✓/x	✓/x	Possible	Countywide	Direct. Potential for permanent effects	Compared to option A, this option will better serve the needs of communities in respect of supporting existing or providing new educational facilities. However, compared to option B, this option may be more restrictive towards edge of settlement development which could support or provide educational facilities in linear settlements which are less likely to be well contained by existing built development.	<b>As for SOC5</b>
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	<b>A:</b> Proposals upon land on the edge of a settlement should be treat as development in the countryside	x	x	x	Possible	Countywide	Direct  Potential for permanent effects	Option may be too restrictive in relation to the provision of new healthcare and leisure facilities where the only suitable location may be in locations which fall outside of the main body of a settlement but adjoin it. In addition, this option may increase developer pressure on community valued areas of greenspace which provide recreational and health benefits.	<b>As for SOC3</b>
	<b>B:</b> Proposals upon land on the edge of a settlement should be considered as development in the built up area where it adjoins a settlement	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects.	This option is the least restrictive towards new development and may therefore better serve community needs in respect of supporting existing or providing new health and leisure facilities. The option will also not place as much pressure on existing open spaces. The potential for positive effects are therefore predicted.	-
	<b>C:</b> Proposals upon land on the edge of a settlement should be considered as development in the built up area where it is well contained	✓/x	✓/x	✓/x	Possible	Countywide	Direct. Potential for permanent effects	Compared to option A, this option will better serve the needs of communities in respect of supporting existing or providing new health and leisure facilities. However, compared to option B, this option may be more restrictive towards edge of settlement development which could support or provide health/leisure facilities in linear settlements which are less	<b>As for SOC5</b>

	by existing built development							likely to be well contained by existing built development.	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	<b>A:</b> Proposals upon land on the edge of a settlement should be treated as development in the countryside	xx	xx	xx	Certain	Countywide	Direct and residual  Potential for permanent effects.	Whilst treating land on the edge of a settlement for the purposes of decision making as 'development in the countryside' is likely to focus development within the main body of a settlement and therefore locations which predominantly have the best access to available facilities and services, including public transport, this option will restrict housing proposals on the edge of settlements which are often the next best location in respect of proximity to facilities, services and employment when land within the main body of a settlement is not suitable or available. The option may also restrict the provision of community facilities or employment needed to serve existing communities unless such development is considered as appropriate countryside development. The potential for very negative effects are therefore predicted.	<b>As for SOC1</b>
	<b>B:</b> Proposals upon land on the edge of a settlement should be considered as development in the built up area where it adjoins a settlement	x	x	x	Probable	Countywide	Direct  Potential for permanent effects.	Whilst this option will contribute to ensuring that unplanned housing can be located in relatively accessible locations where there is limited availability or suitability of land within the main body of a settlement, the unrestrictive nature of this option may result in edge of settlement locations which may be developed more easily being favoured over locations within the main body of a settlement which predominately have the best access to available services and facilities, including public transport. Negative overall effects are therefore predicted.	<b>Not applicable</b> – this is a residual effect.
	<b>C:</b> Proposals upon land on the edge of a settlement should be considered as development in the built up area where it is well contained	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects.	As this option is not as restrictive as option A and will allow housing on the edge of settlements and is more restrictive than option B and may therefore not deter consideration of sites within the main body of a settlement, positive effects are predicted overall. The requirement for sites to be well contained by existing built development is	-

	by existing built development							also more likely than option B to ensure that new edge of settlement development is and can be served by public transport routes.	
<b>6. To alleviate deprivation and poverty</b>	<b>A:</b> Proposals upon land on the edge of a settlement should be treated as development in the countryside	×	×	×	Probable	Countywide	Direct  Potential for permanent effects	Whilst this option is likely to focus new development within the main body of an existing settlement which may increase opportunity for new development to contribute towards regeneration activity, it may prove too restrictive in meeting the need for affordable housing and the delivery of community facilities which can contribute towards improving social conditions unless allowances or exceptions are made for these as part of considering proposals for development in the countryside.	<b>As for SOC1 and SOC3</b>
	<b>B:</b> Proposals upon land on the edge of a settlement should be considered as development in the built up area where it adjoins a settlement	×	×	×	Probable	Countywide	Direct  Potential for permanent effects	The unrestrictive nature of this option will not limit opportunities to deliver affordable housing or community facilities like option A could do. However, the unrestrictive nature of the option may result in the favouring of edge of settlement locations for new development rather than potentially more difficult to develop and in need of regeneration inner settlement locations. Negative overall effects are therefore predicted.	<b>Not applicable</b> – This is a residual effect
	<b>C:</b> Proposals upon land on the edge of a settlement should be considered as development in the built up area where it is well contained by existing built development	✓	✓	✓	Possible	Countywide	Direct. Potential for permanent effects	As this option is not as restrictive as option A and will allow affordable housing / community facilities which can contribute positively towards improving social conditions on the edge of settlements and is more restrictive than option B and may therefore not deter consideration and regeneration of sites within the main body of a settlement, positive effects are predicted overall. The requirement for sites to be well contained by existing built development is also more likely than option B to ensure that new edge of settlement development is and can be served by public transport routes which will help those who do not have access to a car.	-

<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	<b>A:</b> Proposals upon land on the edge of a settlement should be treated as development in the countryside	x	x	x	Possible	Countywide	Direct  Potential for permanent effects	Whilst treating all edge of settlement economic proposals as development in the countryside is likely to restrict unplanned proposals that are not related to agriculture or other rural land based businesses, effects are unlikely to be significantly adverse as the County Durham Plan has an important role to play in identifying a portfolio of available sites across the County in order to meet existing and future demand for employment land. The possible adverse effects predicted can be overcome by ensuring that exceptions are made to this approach to meet any unique circumstances that pertain to rural areas.	<b>ECON1:</b> In the event that this option is selected, exceptions should be made for economic development and employment in 'the countryside' under certain circumstances.
	<b>B:</b> Proposals upon land on the edge of a settlement should be considered as development in the built up area where it adjoins a settlement	✓	✓	✓	Possible	Countywide	Direct. Potential for permanent effects	As mentioned against option A, the demand for employment land is likely to be addressed by the identification of sites within the County Durham Plan, reducing the instances for non-rural based business to be located outside of these sites.  However, as this option could better support meeting any unique circumstances for non-land based related business in the countryside more positive effects are predicted.	-
	<b>C:</b> Proposals upon land on the edge of a settlement should be considered as development in the built up area where it is well contained by existing built development	✓/x	✓/x	✓/x	Possible	Countywide	Direct. Potential for permanent effects	As for option B, this option could better support meeting any unique circumstances in rural areas for the development and expansion of non-land based related business in the countryside. However, this option may be more restrictive towards edge of settlement business related development within linear settlements within County Durham which are less likely to be well contained by existing built development. This is however, considered unlikely to significantly affect countywide economic growth but may impact on local levels of business expansion and development.	<b>ECON2:</b> As for ECON1
	<b>A:</b> Proposals upon land on the edge of	✓/x	x	xx	Possible	Countywide	Direct	Whilst treating land on the edge of a settlement for the purposes of decision	<b>ENV1:</b> Ensuring that exceptions can be made

<b>8. To reduce the causes of climate change</b>	a settlement should be treated as development in the countryside						Potential for Permanent effects	making as 'development in the countryside' is likely to focus development within the main body of a settlement and therefore locations which predominantly have the best access to available facilities and services, including public transport, this option will restrict unplanned housing proposals on the edge of settlements which are often the next best location in respect of proximity to facilities, services and employment when land within the main body of a settlement is not suitable or available. Therefore the selection of this option is likely to reduce opportunities to minimise greenhouse gas emissions, particularly in the longer term.	relating to meeting local housing need on the edge of settlements will help to minimise the severity of effects
	<b>B:</b> Proposals upon land on the edge of a settlement should be considered as development in the built up area where it adjoins a settlement	x	x	x	Probable	Countywide	Direct Potential for permanent effects.	Whilst this option will contribute to ensuring that new housing can be located in relatively accessible locations where there is limited availability or suitability of land within the main body of a settlement, the unrestrictive nature of this option may result in edge of settlement locations which may be developed more easily being favoured over locations within the main body of a settlement which predominately have the best access to available services and facilities, including public transport and therefore opportunities to minimise greenhouse gas emissions. Negative overall effects are therefore predicted.	<b>Not applicable</b> – this is a residual effect.
	<b>C:</b> Proposals upon land on the edge of a settlement should be considered as development in the built up area where it is well contained by existing built development	✓	✓	✓	Possible	Countywide	Direct Potential for permanent effects.	As this option is not as restrictive as option A and will allow housing on the edge of settlements and is more restrictive than option B and may therefore not deter consideration of sites within the main body of a settlement, positive effects are predicted overall. The requirement for sites to be well contained by existing built development is also more likely than option B to ensure that new edge of settlement development is and can be served by public transport routes which will also contribute to reducing greenhouse gas emissions.	-



<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	<b>A:</b> Proposals upon land on the edge of a settlement should be treat as development in the countryside	0	0	0	-	-	-	No clear link – there is no geographical differentiation to be made between issues of flood risk within the main body of settlements compared to edge of settlement locations. Flood risk may be equally significant or minor in either location and will need to be taken into account	-
	<b>B:</b> Proposals upon land on the edge of a settlement should be considered as development in the built up area where it adjoins a settlement	0	0	0	-	-	-	As above	-
	<b>C:</b> Proposals upon land on the edge of a settlement should be considered as development in the built up area where it is well contained by existing built development	0	0	0	-	-	-	As above	-
<b>10. To protect and enhance biodiversity and geodiversity</b>	<b>A:</b> Proposals upon land on the edge of a settlement should be treat as development in the countryside	✓/x	✓/x	✓/x	Possible	Countywide	Direct  Potential for permanent effects.	Treating land on the edge of a settlement for the purposes of decision making as ‘development in the countryside’ is likely to focus development within the main urban body of a settlement. A global study undertaken on urban areas and biodiversity showed that they retain just 8% of bird species and 25% of plant species of comparable undeveloped land. <sup>2</sup> Therefore, this option is likely to focus development in areas of lower biodiversity value. However, the restrictive nature of the option will place more pressure on greenspaces and brownfield sites within settlements which may be of high biodiversity value and which	<b>ENV2:</b> If this option is selected, ensure that allowances or exceptions are made for certain types of development within ‘the countryside’ to minimise development pressure on open greenspace and high ecological value brownfield sites within the main body of settlements.

<sup>2</sup> Aronson MFJ et al. (2014) [A global analysis of the impacts of urbanisation on bird and plant diversity reveals key anthropogenic drivers](#) Proc.R. Soc. B 281:20133330

								provide important refuges for native species and migrating wildlife.	
	<b>B:</b> Proposals upon land on the edge of a settlement should be considered as development in the built up area where it adjoins a settlement	×	×	×	Possible	Countywide	Direct  Potential for permanent effects.	This option provides the most flexibility to accommodate new development in edge of settlement locations / urban fringe environments. This option may therefore comparably result in the development of large areas of previously undeveloped land and therefore have the greater impact on areas of higher ecological value.	<b>ENV3:</b> In the event that this option is selected, the ecological value of development in the 'built up area' as defined by the option should be a key consideration of Plan policy
	<b>C:</b> Proposals upon land on the edge of a settlement should be considered as development in the built up area where it is well contained by existing built development	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects.	Compared to option A, this option will minimise pressure on important refuges for wildlife within the main body of settlements by allowing development on the edge of settlements to be considered as part of the 'built up area' and its associated policy criteria which is likely to be less restrictive towards new development as opposed to policy criteria for proposals considered as development 'in the countryside.' This option will also, compared to option B, restrict the number and scale of proposals on the edge of settlements and therefore loss of land and associated ecological value. The requirement within the option for proposals to be well contained by existing built development will provide a boundary to limit the scale of proposals. In addition, as linear settlements are less likely to be able to demonstrate that they are well contained by existing built development, linear edge of settlement proposals are more likely to be considered against 'development in the countryside' criteria which will be more restrictive towards certain types of development and result in less land being developed.  Whilst the effects of development on biodiversity will still need to be considered on a case by case basis, this option will comparably minimise the loss of important refuges within the main body of existing	<b>As for ENV3</b>

								settlements and the scale of development upon undeveloped urban fringe land and its associated biodiversity. Positive effects are therefore predicted overall.	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	<b>A:</b> Proposals upon land on the edge of a settlement should be treated as development in the countryside	✓/x	✓/x	✓/x	Possible	Countywide	Direct  Potential for permanent effects.	The application of this option will provide the strongest protection for areas of high landscape value (e.g. the North Pennines AONB) and the undeveloped nature of the countryside as anything that falls outside of the main body of a settlement will be considered as 'development in the countryside', with associated policy being more restrictive towards certain types of development as a result. Applying the option may also lead to greater levels of regeneration of degraded or previously developed land within urban environments, thereby helping to enhance townscape character.  However, the application of this option is also likely to increase developer pressure on existing, valued landscape features such as green infrastructure in high density housing areas. In addition, the option will restrict opportunities to improve the landscape quality of degraded urban fringe environments.	<b>ENV4:</b> If this option is selected, ensure that allowances or exceptions are made for certain types of development within 'the countryside' to minimise development pressure on areas of high landscape value within the main body of settlements.
	<b>B:</b> Proposals upon land on the edge of a settlement should be considered as development in the built up area where it adjoins a settlement	x x	x x	x x	Possible	Countywide	Direct  Potential for permanent effects.	By allowing proposals that adjoin existing settlements to be considered as 'development in the built up area,' this option minimises pressure on areas that contribute to landscape and townscape value in the main body of a settlement and may contribute to improving the landscape quality of degraded urban fringe environments. However, as there are no requirements for adjoining proposals to be well contained the application of the option could lead to proposals which represent a significant encroachment into the countryside, urban sprawl and ribbon development. Ribbon development of linear settlements in County	<b>Not applicable:</b> The potential for increased urban sprawl, encroachment into the countryside and ribbon development as a result of this option are residual effects.

								Durham may be a particular issue. The potential for significant adverse landscape effects is therefore predicted.	
	C: Proposals upon land on the edge of a settlement should be considered as development in the built up area where it is well contained by existing built development	x	x	x	Possible	Countywide	Direct  Potential for permanent effects.	This option, by allowing proposals upon the edge of settlements to be considered as within 'the built up area' and therefore against less restrictive policy criteria will minimise pressure on valued landscape features/ attractive open spaces within the main body of existing settlements. Ensuring that proposals are also only considered as 'within the built up area' where they are well contained by existing built development will prevent urban sprawl and ribbon development (particularly of linear settlements). However, the option does not require proposals to adjoin an existing settlement, which may lead to some proposals, whilst falling within the 'built limits of settlements, being detached and isolated from nearby development. This could limit opportunities for consolidating the urban form and may have negative effects on the existing character of settlements. The potential for negative effects are therefore predicted.	<b>ENV5:</b> Ensure that proposals are only considered as development in the built up area where they both adjoin and are well contained by existing built development. In the event that this option is selected the meaning of 'well contained by existing built development' should be defined clearly in policy
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	A: Proposals upon land on the edge of a settlement should be treated as development in the countryside	✓/x	✓/x	✓/x	Possible	Countywide	Direct  Potential for permanent effects.	The application of this option will provide the strongest protection for the historic environment and associated features and assets, which fall outside of the main body of a settlement. This is because land falling outside of the main body of a settlement will be considered as 'development in the countryside', with associated policy being more restrictive towards certain types of development as a result. However, the application of this option is also likely to increase developer pressure within the main body of a settlement on existing designated and non-designated heritage assets, areas of open space that contribute to setting and gaps between buildings which	<b>ENV6:</b> If this option is selected, ensure that allowances or exceptions are made for certain types of development within 'the countryside' to minimise development pressure on the historic environment within the main body of settlements.

								provide historical/cultural context or are otherwise of historic value.	
	<b>B:</b> Proposals upon land on the edge of a settlement should be considered as development in the built up area where it adjoins a settlement	xx	xx	xx	Possible	Countywide	Direct  Potential for permanent effects.	By allowing proposals that adjoin existing settlements to be considered as 'development in the built up area,' this option minimises pressure on areas of historic or cultural value in the main body of a settlement. However, as there are no requirements for adjoining proposals to be well contained the application of the option could lead to proposals which represent a significant encroachment into the countryside, urban sprawl and ribbon development, all of which could substantially harm conservation areas and character of place. The potential for significant adverse effects is therefore predicted.	<b>Not applicable:</b> The potential for increased urban sprawl, encroachment into the countryside and ribbon development as a result of this option are residual effects.
	<b>C:</b> Proposals upon land on the edge of a settlement should be considered as development in the built up area where it is well contained by existing built development	x	x	x	Possible	Countywide	Direct  Potential for permanent effects.	This option, by allowing proposals upon the edge of settlements to be considered as within 'the built up area' and therefore against less restrictive policy criteria will minimise pressure on areas/ features of historic value within the main body of existing settlements. Ensuring that proposals are also only considered as 'within the built up area' where they are well contained by existing built development will prevent significant urban sprawl and ribbon development which can impact upon conservation areas and the overall character of place.. However, the option does not require proposals to adjoin an existing settlement, which may lead to some proposals, whilst falling within the 'built limits of settlements, being detached and isolated from nearby development. This may have negative effects on the existing character of settlements and their historic context. The potential for negative effects are therefore predicted.	<b>As for ENV5</b>
<b>13. To protect and improve air, water and soil resources</b>	<b>A:</b> Proposals upon land on the edge of a settlement should be treat as	✓	✓/x	xx	Possible	Countywide	Direct	<b>Air:</b> treating land on the edge of a settlement for the purposes of decision making as 'development in the countryside' is likely to focus development within the main body of a	<b>As for ENV1</b>

	development in the countryside						Potential for permanent effects.	<p>settlement and therefore to locations which predominantly have the best access to available facilities and services, including public transport, thereby reducing the need to travel and associated emissions to air. However, as discussed against SA objective 5, as edge of settlement locations often offer the next best location in terms of accessibility, this option will limit opportunities to minimise emissions in the future, particularly in relation to new housing as land availability becomes more limited within the main body of settlements.</p> <p><b>Water:</b> No clear link – there is no geographical differentiation to be made between issues of water management and protection within the main body of settlements compared to edge of settlement locations.</p> <p><b>Soil:</b> The application of this option is likely to encourage development on previously developed land and minimise the loss of better quality agricultural land to development.</p>	
	<b>B:</b> Proposals upon land on the edge of a settlement should be considered as development in the built up area where it adjoins a settlement	x	x x	x x	Possible	Countywide	Direct  Potential for permanent effects.	<b>Air:</b> Whilst this option will contribute to ensuring that new housing can be located in relatively accessible locations where there is limited availability or suitability of land within the main body of a settlement, as discussed against SA objective 5 the unrestrictive nature of this option may result in edge of settlement locations which may be developed more easily being favoured over locations within the main body of a settlement which predominately have the best access to available services and facilities, including public transport. Negative overall effects in respect of emissions to air as a result of travel are therefore predicted.	<b>Not applicable:</b> This is a residual effect

								<p><b>Water:</b> No clear link – there is no geographical differentiation to be made between issues of water management and protection within the main body of settlements compared to edge of settlement locations.</p> <p><b>Soil:</b> The lack of restrictions on this option may result in significant encroachment into the countryside and loss of greenfield and best and most versatile agricultural land. The option may also deter use of previously developed brownfield land within the main body of existing settlements. The potential for very negative effects is therefore predicted.</p>	
	<p><b>C:</b> Proposals upon land on the edge of a settlement should be considered as development in the built up area where it is well contained by existing built development</p>	✓/x	✓/x	✓/x	Possible	Countywide	<p>Direct</p> <p>Potential for permanent effects.</p>	<p><b>Air:</b> As this option is not as restrictive as option A and will allow housing on the edge of settlements and is more restrictive than option B and may therefore not deter consideration of sites within the main body of a settlement, positive accessibility effects and therefore associated emissions to air are predicted overall. The requirement for sites to be well contained by existing built development is also more likely than option B to ensure that new edge of settlement development is and can be served by public transport routes.</p> <p><b>Water:</b> No clear link – there is no geographical differentiation to be made between issues of water management and protection within the main body of settlements compared to edge of settlement locations.</p> <p><b>Soil:</b> Whilst this option may result in the loss of more greenfield land than option A, the requirement for 'built up area' development to only be considered as such where it is well contained by existing built development will minimise loss compared to option B and may</p>	<p><b>Not applicable</b> – the greater use of greenfield land compared to option A is a residual effect.</p>

									not result in the loss of land in agricultural use. The use of brownfield sites within the main body of existing settlements will also not be deterred as much as a result of the restrictions placed on the option.	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	<b>A:</b> Proposals upon land on the edge of a settlement should be treated as development in the countryside	0	0	0	-	-	-	-	No clear link	-
	<b>B:</b> Proposals upon land on the edge of a settlement should be considered as development in the built up area where it adjoins a settlement	0	0	0	-	-	-	-	No clear link	-
	<b>C:</b> Proposals upon land on the edge of a settlement should be considered as development in the built up area where it is well contained by existing built development	0	0	0	-	-	-	-	No clear link	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	<b>A:</b> Proposals upon land on the edge of a settlement should be treated as development in the countryside	0	0	0	-	-	-	-	No clear link – It is assumed that the options do not relate to minerals development which generally requires a countryside location	-
	<b>B:</b> Proposals upon land on the edge of a settlement should be considered as development in the built up area where	0	0	0	-	-	-	-	As above	-



	it adjoins a settlement								
	<b>C:</b> Proposals upon land on the edge of a settlement should be considered as development in the built up area where it is well contained by existing built development	0	0	0	-	-	-	As above	-

**Policy 7: Visitor Attractions**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 8: Visitor Accommodation**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 9: Retail Hierarchy and Town Centre Development**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 10: Development in the Countryside**

Table 8 Policy 10 Issue/Option: How to best protect the Countryside from inappropriate development									
SA/SEA Object. Number	Options Assessed	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
		S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	A: Define Individual settlement boundaries beyond which development will not be permitted	X	X	X	Possible	Countywide	Direct  Potential for permanent effects	In her foreword to the Housing White Paper, <sup>3</sup> the Prime Minister notes that, 'our broken housing market is one of the greatest barriers to progress in Britain today...housing is increasingly	<b>SOC1:</b> Ensure that settlement boundaries / limits are not too tightly defined around an existing settlement, allowing for some expansion where it

<sup>3</sup> Department for Communities and Local Government (February 2017) Fixing our Broken Housing Market

							<p>unaffordable... the starting point is to build more homes. Section 5 of the NPPF, 'Delivering a sufficient supply of high quality homes' seeks to respond to the housing crisis with Paragraph 59 recognising that in order to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed.</p> <p>It is considered that defining individual settlement boundaries may prove to be too restrictive to the delivery of new housing that may otherwise be considered to be in deliverable and sustainable locations.</p> <p>To illustrate this point, the Planning Advisory Service indicates that where local planning authorities has not been able to demonstrate a five year supply of land for housing there are numerous examples on appeal where the presumption in favour of sustainable development has been considered to be met, overruling settlement boundaries.<sup>4</sup></p> <p>In addition, settlement boundaries, particularly where they are tightly defined can easily go out of date in respect of reflecting local housing requirements.<sup>5</sup> This may be a particular issue for rural communities where local affordable housing needs arise.</p>	<p>is considered that it will contribute to sustainable levels of growth and meet the presumption in favour of sustainable development.</p>
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<sup>4</sup> Planning Advisory Service: Five Year Land Supply FAQ - [http://www.pas.gov.uk/local-planning/-/journal\\_content/56/332612/7363780/ARTICLE](http://www.pas.gov.uk/local-planning/-/journal_content/56/332612/7363780/ARTICLE)

<sup>5</sup> Nathaniel Lichfield and Partners Ltd (May 2017) Supreme Court judgement: how to use NPPF policies

								The potential for negative effects in respect of missing opportunities for the delivery of housing in sustainable locations and meeting housing need is therefore predicted	
	<b>B:</b> Develop criteria based policy to restrict development in the open countryside	x	x	x	Possible	Countywide but more of an issue in West Durham	Direct. Potential for permanent effects	Criteria based policies are likely to be a more flexible tool in respect of being able to apply them in a way which reflects local housing need. They are less likely to go out of date than settlement boundaries. However, a strict criteria based policy may not reflect local needs for affordable housing. Therefore, the potential for negative effects in respect of meeting need for affordable housing is predicted.	<b>SOC2:</b> Provide exceptions for affordable housing (i.e. deliver option D)
	<b>C:</b> As for option A but with the addition of exceptions policies to allow development outside of settlement boundaries where certain exceptions are met.	✓	x	x	Possible	Countywide	Direct. Potential for permanent effects	This option provides more flexibility than option A by allowing housing development outside of settlement boundaries where there are certain exceptions. In the event that the provision of affordable housing is considered an exception this may contribute to ensuring that the need for affordable housing is met, particularly in areas where it is most needed. However, it is considered that as for Option A, the setting of settlement boundaries may date quickly in respect of reflecting other local housing requirements and opportunities to provide housing in sustainable and deliverable locations may be lost. The potential for mid and longer term negative effects are therefore predicted.	<b>As for SOC1</b>
	<b>D:</b> As for option B but with the addition of exceptions policies to allow development which is contrary to criteria	✓	✓	✓	Possible	Countywide	Direct. Potential for permanent effects	As for Option B in respect of the criteria based approach increases flexibility and is less likely to go out of date compared to settlement boundaries. In the event that the provision of affordable housing is	-

	based policy where certain exceptions are met.							considered an exception this may unlike Option B contribute to ensuing that the need for affordable housing is met, particularly in areas where it is most needed. Therefore positive effects are predicted	
<b>2. To promote strong secure communities</b>	<b>A:</b> Define Individual settlement boundaries beyond which development will not be permitted	x	x	x	Possible	Countywide	Direct and residual.  Potential for permanent effects	Settlement boundaries provide a clearer definition of where development may be acceptable and are therefore less likely to be the subject of debate when determining applications than criteria based policies. As a result they may prove to be a stronger tool in respect of focusing development within existing communities. However, applying settlement boundaries strictly without exception may miss opportunities to meet community need where for example, exceptions could provide affordable housing or contribute directly to sustaining community services such as local schools. Strictly defined settlement boundaries may also increase developer pressure on locally valued areas of community green space.  In addition, in the event that individual settlement boundaries are defined in the Plan there will be less opportunity for communities to define their own through the neighbourhood planning process which may dissuade engagement in this community activity.	<b>As for SOC1 however, reduced opportunity for neighbourhoods to draw up their own settlement boundaries is a residual effect.</b>
	<b>B:</b> Develop criteria based policy to restrict development in the open countryside	x	x	x	Possible	Countywide	Direct. Potential for permanent effects	The application of a criteria based approach is likely to be more responsive to the needs of communities on a case by case basis in respect of determining planning applications than adhering to settlement boundaries. In addition,	<b>SOC3:</b> Ensure criteria can be fully responsive to the needs of communities or ensure that exceptions to it for development that is likely to directly benefit communities is made.(i.e. option D)

								the criteria based approach will not restrict communities from drawing up their own settlement boundaries should they wish to through the neighbourhood planning process. However, as for settlement boundaries there is a risk that if criteria are too strict it could prevent development that would be to the benefit of sustaining communities and rural communities in particular. The potential for negative effects is therefore predicted.	
	<b>C:</b> As for option A but with the addition of exceptions policies to allow development outside of settlement boundaries where certain exceptions are met.	x	x	x	Possible	Countywide	Direct and residual.  Potential for permanent effects	Compared to option A, this option is likely to increase opportunity to deliver development outside of settlement boundaries where it is considered to directly benefit existing communities. However, this option will still reduce opportunity for communities to define their own settlement boundaries through the neighbourhood planning process which may dissuade groups from forming. The potential for negative effects are therefore	<b>N/A</b> – Residual effect
	<b>D:</b> As for option B but with the addition of exceptions policies to allow development which is contrary to criteria based policy where certain exceptions are met.	✓	✓	✓	Possible	Countywide	Direct. Potential for permanent effects	Compared to option B, this option is more flexible in respect of establishing exceptions based policies to set criteria that benefits communities e.g. development enhances facilities etc. Also the use of criteria based policies is unlikely to restrict Neighbourhood Planning groups from defining their own settlement boundaries in their Plans should they still wish to do so. The potential for positive effects is therefore predicted.	<b>SOC4:</b> Ensure any exceptions policies relate to meeting community needs to enhance certainty of positive effects.
<b>3. To improve education, training and life-long learning, and</b>	<b>A:</b> Define Individual settlement boundaries beyond	x	x	x	Possible	Countywide	Direct	Option may be too restrictive in relation to the provision of new educational facilities where the only suitable location may be in locations	<b>As for SOC1</b>

<b>maintain a healthy labour market</b>	which development will not be permitted						Potential for permanent effects	which fall outside of settlement boundaries but adjoin an existing settlement.	
	<b>B:</b> Develop criteria based policy to restrict development in the open countryside	x	x	x	Possible	Countywide	Direct  Potential for permanent effects.	The application of a criteria based approach is likely to be more responsive to the needs of communities and associated provision / extension of educational facilities in respect of determining planning applications than adhering to settlement boundaries. However, as for settlement boundaries there is a risk that if criteria are too strict it could prevent the provision of educational development that could be to the benefit of sustaining communities and rural communities in particular. The potential for negative effects is therefore predicted.	<b>As for SOC3</b>
	<b>C:</b> As for option A but with the addition of exceptions policies to allow development outside of settlement boundaries where certain exceptions are met.	✓	✓	✓	Possible	Countywide	Direct. Potential for permanent effects	Compared to option A, this option is likely to increase opportunity to deliver development outside of settlement boundaries where it is considered to directly benefit existing communities, including supporting or providing new or existing educational facilities. The potential for positive effects are therefore predicted.	<b>As for SOC4</b>
	<b>D:</b> As for option B but with the addition of exceptions policies to allow development which is contrary to criteria based policy where certain exceptions are met.	✓	✓	✓	Possible	Countywide	Direct. Potential for permanent effects	Increases flexibility and responsiveness to community needs compared to option B. Potential for exceptions based policies to include criteria which benefit educational facilities in rural areas e.g. new development to demonstrate that it supports or enhances the viability of local schools	<b>As for SOC4</b>
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	<b>A:</b> Define Individual settlement boundaries beyond which development will not be permitted	x	x	x	Possible	Countywide	Direct  Potential for permanent effects	Option may be too restrictive in relation to the provision of new healthcare and leisure facilities where the only suitable location may be in locations which fall outside of	<b>As for SOC1</b>

								settlement boundaries but adjoin an existing settlement. In addition, inflexible settlement boundaries may increase developer pressure on community valued areas of greenspace which provide recreational benefit.	
	<b>B:</b> Develop criteria based policy to restrict development in the open countryside	x	x	x	Possible	Countywide	Direct Potential for permanent effects.	The application of a criteria based approach is likely to be more responsive to the needs of communities and associated provision / extension of healthcare and leisure facilities in respect of determining planning applications than adhering to settlement boundaries. In addition, a criteria based policy may not place as much developer pressure on community valued areas of greenspace than settlement boundaries. However, as for settlement boundaries there is a risk that if criteria are too strict it could prevent the provision of health and leisure development that could be to the benefit of sustaining communities and rural communities in particular. The potential for negative effects is therefore predicted.	<b>As for SOC3</b>
	<b>C:</b> As for option A but with the addition of exceptions policies to allow development outside of settlement boundaries where certain exceptions are met.	✓	✓	✓	Possible	Countywide	Direct. Potential for permanent effects	Compared to option A, this option is likely to increase opportunity to deliver development outside of settlement boundaries where it is considered to directly benefit existing communities, including supporting or providing new or existing educational facilities. The potential for positive effects are therefore predicted.	<b>As for SOC4</b>
	<b>D:</b> As for option B but with the addition of exceptions policies to allow development which	✓	✓	✓	Possible	Countywide	Direct. Potential for permanent effects	Increases flexibility and responsiveness to community needs compared to option B. Potential for exceptions based policies to include criteria which benefit healthcare	<b>As for SOC4</b>

	is contrary to criteria based policy where certain exceptions are met.							and/or leisure facilities in rural areas e.g. new development to demonstrate that it supports or enhances existing health facilities	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	<b>A:</b> Define Individual settlement boundaries beyond which development will not be permitted	✓/x	✓/x	✓/x	Possible	Countywide	Direct  Potential for permanent effects.	Settlement boundaries provide a clearer definition of where development may be acceptable and are therefore less likely to be the subject of interpretation when determining applications than criteria based policies. As a result they may prove to be a stronger tool in respect of focusing development within existing communities which have better access to facilities and services, including public transport services than countryside locations. However, applying settlement boundaries strictly without exception may miss opportunities to deliver new development which either contributes to supporting existing facilities and services or enhances the provision of such, thereby reducing travelling distances.	<b>As for SOC1</b>
	<b>B:</b> Develop criteria based policy to restrict development in the open countryside	✓/x	✓/x	✓/x	Possible	Countywide	Direct  Potential for permanent effects.	As criteria based policies by their nature may be subject to interpretation compared to defined settlement boundaries, in some circumstances they may prove to be a weaker tool in respect of focusing development within existing communities which have better access to facilities and services, including public transport services. However, the more flexible nature of criteria based policies may also provide opportunities to deliver new development which either contributes to supporting existing facilities and services or enhances the provision of such, thereby reducing travelling distances.	-



	<b>C:</b> As for option A but with the addition of exceptions policies to allow development outside of settlement boundaries where certain exceptions are met.	✓/✗	✓/✗	✓/✗	Possible	Countywide	Direct  Potential for permanent effects.	Exceptions policies may bring about positive effects where they relate to development which either supports or provides new community services and facilities which either directly or indirectly reduce the need to travel. However, negative effects may also be derived if exceptions criteria allow development that does not normally require a countryside location to be remotely located from existing settlements and associated services and facilities.	<b>SOC5:</b> Ensure exceptions development is still bounded by locational criteria i.e. proximity to existing settlements.
	<b>D:</b> As for option B but with the addition of exceptions policies to allow development which is contrary to criteria based policy where certain exceptions are met.	✓/✗	✓/✗	✓/✗	Possible	Countywide	Direct  Potential for permanent effects.	This option further increases the flexibility of the criteria based approach and may provide further opportunities for the delivery of new development which can support and enhance existing community services and facilities thereby contributing to reducing travelling distances, particularly in rural parts of the County. However, the increased flexibility of this option may also increase the number of proposals in countryside locations which are remote from existing settlements.	<b>As for SOC5</b>
<b>6. To alleviate deprivation and poverty</b>	<b>A:</b> Define Individual settlement boundaries beyond which development will not be permitted	✗	✗	✗	Possible	Countywide	Direct  Potential for permanent effects	As stated against objective 1, option A may prove too restrictive in respect of meeting need for affordable housing which helps those on lower incomes.	<b>As for SOC1</b>
	<b>B:</b> Develop criteria based policy to restrict development in the open countryside	✗	✗	✗	Possible	Countywide	Direct  Potential for permanent effects	As stated against objective 1, a strict criteria based policy may not reflect local needs for affordable housing which helps those on lower incomes	<b>As for SOC3</b>
	<b>C:</b> As for option A but with the addition of exceptions policies to allow development outside	✓	✓	✓	Possible	Countywide	Direct. Potential for permanent effects	Potential for positive effects where exceptions relate to the provision of affordable housing.	-

	of settlement boundaries where certain exceptions are met.								
	<b>D:</b> As for option B but with the addition of exceptions policies to allow development which is contrary to criteria based policy where certain exceptions are met.	✓	✓	✓	Possible	Countywide	Direct. Potential for permanent effects	Potential for positive effects where exceptions relate to the provision of affordable housing	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	<b>A:</b> Define Individual settlement boundaries beyond which development will not be permitted	×	×	×	Possible	Countywide	Direct  Potential for Permanent effects	Paragraph 83 of the NPPF, amongst other factors, requires planning policies to support the sustainable growth and expansion of all types of business and enterprise in rural areas. Defining individual settlement boundaries may therefore prove to be too restrictive to meeting the needs of rural enterprise.	<b>ECO1:</b> Ensure that settlement boundaries / limits are not too tightly defined around existing settlements.
	<b>B:</b> Develop criteria based policy to restrict development in the open countryside	×	×	×	Possible	Countywide	Direct  Potential for Permanent effects	The application of a criteria based approach is likely to be more responsive to meeting the needs of rural enterprise in respect of determining planning applications than adhering to settlement boundaries. However, as for settlement boundaries there is a risk that if criteria are too strict it could prove to be too restrictive to meeting the needs of rural enterprise. The potential for negative effects are therefore predicted.	<b>ECO2:</b> Ensure that criteria is not too strict in respect of supporting rural enterprise which could not be more suitable accommodated on industrial estates.
	<b>C:</b> As for option A but with the addition of exceptions policies to allow development outside of settlement boundaries where	✓	✓	✓	Possible	Countywide	Direct. Potential for permanent effects	Potential for positive effects where exceptions relate to rural enterprise.	-

	certain exceptions are met.								
	<b>D:</b> As for option B but with the addition of exceptions policies to allow development which is contrary to criteria based policy where certain exceptions are met.	✓	✓	✓	Possible	Countywide	Direct. Potential for permanent effects	Potential for positive effects where exceptions relate to rural enterprise.	-
<b>8. To reduce the causes of climate change</b>	<b>A:</b> Define Individual settlement boundaries beyond which development will not be permitted	✓/✗	✓/✗	✓/✗	Possible	Countywide	Direct  Potential for Permanent effects	Settlement boundaries provide a clearer definition of where development may be acceptable and are therefore less likely to be the subject of interpretation when determining applications than criteria based policies. As a result they may prove to be a stronger tool in respect of focusing development within existing communities which have better access to facilities and services, including public transport services than countryside locations, thereby contributing to minimising greenhouse gas emissions. However, applying settlement boundaries strictly without exception may miss opportunities to deliver new development which either contributes to supporting existing facilities and services or enhances the provision of such, thereby reducing travelling distances and associated greenhouse gas emissions.	<b>ENV1:</b> Ensure settlement boundaries/limits are not too tightly defined
	<b>B:</b> Develop criteria based policy to restrict development in the open countryside	✓/✗	✓/✗	✓/✗	Possible	Countywide	Direct  Potential for permanent effects.	As criteria based policies by their nature may be subject to interpretation compared to defined settlement boundaries, in some circumstances they may prove to be a weaker tool in respect of focusing development within existing	-

								communities which have better access to facilities and services, including public transport services. However, the more flexible nature of criteria based policies may also provide opportunities to deliver new development which either contributes to supporting existing facilities and services or enhances the provision of such, thereby reducing travelling distances and associated greenhouse gas emissions.	
	<b>C:</b> As for option A but with the addition of exceptions policies to allow development outside of settlement boundaries where certain exceptions are met.	✓/✗	✓/✗	✓/✗	Possible	Countywide	Direct  Potential for permanent effects.	Exceptions policies may bring about positive effects where they relate to development which either supports or provide new community services and facilities which either directly or indirectly reduce the need to travel and associated greenhouse gas emissions. However, negative effects may also be derived if exceptions criteria allow development that does not normally require a countryside location to be remotely located from existing settlements and associated services and facilities.	<b>ENV2:</b> Ensure exceptions development is still bounded by locational criteria i.e. proximity to existing settlements.
	<b>D:</b> As for option B but with the addition of exceptions policies to allow development which is contrary to criteria based policy where certain exceptions are met.	✓/✗	✓/✗	✓/✗	Possible	Countywide	Direct  Potential for permanent effects.	This option further increases the flexibility of the criteria based approach and may provide further opportunities for the delivery of new development which can support and enhance existing community services and facilities thereby contributing to reducing travelling distances and associated emissions, particularly in rural parts of the County. However, the increased flexibility of this option may also increase the number of proposals in countryside locations which are remote from existing settlements.	<b>As for ENV2</b>
<b>9. To respond and enable adaptation</b>	<b>A:</b> Define Individual settlement	✓/✗	✓/✗	✓/✗	Possible	Countywide	Indirect	Settlement boundaries provide a clearer definition of where	<b>ENV3:</b> Other policies would need to address the

to the inevitable impacts of climate change	boundaries beyond which development will not be permitted						Potential for permanent effects.	development may be acceptable and are therefore less likely to be the subject of interpretation when determining applications than criteria based policies. They may therefore be a stronger tool than criteria based policies in respect of focusing new development to existing settlements. However, effects could be positive or negative depending upon implementation as flood risk may be higher within existing settlements as opposed to countryside locations.	acceptability of development within settlement limits
	<b>B:</b> Develop criteria based policy to restrict development in the open countryside	✓/✗	✓/✗	✓/✗	Possible	Countywide	Indirect  Potential for permanent effects.	As criteria based policies by their nature may be subject to interpretation compared to defined settlement boundaries, in some circumstances they may prove to be a weaker tool in respect of focusing development to existing settlements as opposed to countryside locations. However, effects could be positive or negative depending upon implementation as flood risk may be higher within existing settlements as opposed to countryside locations.	<b>ENV4:</b> Other policies in the Plan will need to address flood risk regardless of where development is located.
	<b>C:</b> As for option A but with the addition of exceptions policies to allow development outside of settlement boundaries where certain exceptions are met.	✓/✗	✓/✗	✓/✗	Possible	Countywide	Indirect  Potential for permanent effects.	This option is likely to increase levels of development within the countryside compared to option A. However, as discussed, effects could be positive or negative depending upon implementation as flood risk may be higher within existing settlements as opposed to countryside locations.	<b>As for ENV4</b>
	<b>D:</b> As for option B but with the addition of exceptions policies to allow development which is contrary to criteria based policy where	✓/✗	✓/✗	✓/✗	Possible	Countywide	Indirect  Potential for permanent effects.	This option is likely to increase levels of development within the countryside compared to option B. However, as discussed, effects could be positive or negative depending upon implementation as flood risk may be higher within existing	<b>As for ENV4</b>

	certain exceptions are met.							settlements as opposed to countryside locations	
<b>10. To protect and enhance biodiversity and geodiversity</b>	<b>A:</b> Define Individual settlement boundaries beyond which development will not be permitted	✓/x	✓/x	✓/x	Possible	Countywide	Direct  Potential for permanent effects.	The setting of settlement boundaries will contribute to protecting areas of high biodiversity value which fall outside of them. For example, internationally designated wildlife sites in County Durham are largely located outside of existing settlements. However, their use may increase developer pressure on areas of biodiversity and geodiversity value within the defined settlement boundary limits. The potential for positive and negative effects depending upon implementation are therefore predicted.	<b>ENV5:</b> Other policies would need to address the acceptability of development within the defined boundary including the protection and enhancement of biodiversity and geodiversity.
	<b>B:</b> Develop criteria based policy to restrict development in the open countryside	x	x	x	Possible	Countywide	Direct  Potential for permanent effects.	As criteria based policies by their nature are likely to be subject to interpretation on a case by case basis compared to defined settlement boundaries, in some circumstances, their use may prove more difficult to refuse development in the countryside against and its associated impact upon biodiversity/geodiversity. The potential for negative effects are therefore predicted.	<b>ENV6:</b> Criteria based policies should take account of biodiversity/geodiversity along with other policies within the Plan.
	<b>C:</b> As for option A but with the addition of exceptions policies to allow development outside of settlement boundaries where certain exceptions are met.	x	x	x	Possible	Countywide	Direct  Potential for permanent effects.	Compared to Option A this option is likely to increase levels of development within the countryside and therefore increases risk of negative effects to biodiversity and geodiversity.	<b>ENV7:</b> Exceptions policies should take account of the need to protect and enhance biodiversity and geodiversity along with other policies within the Plan. Exceptions for allowing development in the countryside may relate to developments which specifically relate to the protection and enhancement of biodiversity.
	<b>D:</b> As for option B but with the addition	x	x	x	Possible	Countywide	Direct	Compared to option B, this option is likely to increase levels of	<b>As for ENV7</b>

	of exceptions policies to allow development which is contrary to criteria based policy where certain exceptions are met.						Potential for permanent effects.	development within the countryside and therefore increases risk of negative effects to biodiversity and geodiversity.	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	<b>A:</b> Define Individual settlement boundaries beyond which development will not be permitted	✓/x	✓/x	✓/x	Possible	Countywide	Direct  Potential for permanent effects.	The setting of settlement boundaries will contribute to protecting areas of high landscape value which fall outside of them and the undeveloped nature of the countryside. For example, large swathes of the North Pennines Area of Outstanding Natural Beauty (AONB) are designated outside of existing settlements. However, the use of settlement boundaries may also increase developer pressure on existing townscape character and valued landscape features such as green infrastructure in high density housing areas within the limits of settlement boundaries. In addition, the setting of settlement boundaries may restrict opportunities to improve the landscape quality of degraded urban fringe environments. Overall effects may therefore be positive or negative depending upon specific implementation.	<b>ENV8:</b> Other policies would need to address the acceptability of development within the defined boundary including the protection of landscape/townscape character and important landscape features  <b>ENV9:</b> Ensure that settlement boundaries are not too tightly defined around an existing settlement, allowing for some expansion where it would contribute to consolidating the urban form / enhance landscape quality of urban fringe environments.
	<b>B:</b> Develop criteria based policy to restrict development in the open countryside	✓/x	✓/x	✓/x	Possible	Countywide	Direct  Potential for permanent effects.	As criteria based policies by their nature are likely to be subject to interpretation on a case by case basis compared to defined settlement boundaries, in some circumstances, their use may prove more difficult to refuse development in the countryside against and its associated impact upon the undeveloped nature of the countryside and areas of landscape value. However, criteria based	<b>ENV10:</b> Minimise effects by ensuring that criteria based policies or other policies in the Plan require new development to significantly enhance its immediate setting and be sensitive to the characteristics of the local area.

								<p>policies may provide more flexibility to allow development where it would contribute to enhancing the landscape quality of degraded urban fringe environments.</p>	
	<p><b>C:</b> As for option A but with the addition of exceptions policies to allow development outside of settlement boundaries where certain exceptions are met.</p>	x	x	x	Probable	Countywide	<p>Direct</p> <p>Potential for permanent effects.</p>	<p>Compared to option A, This option is likely to increase levels of development within the countryside and therefore it is likely to increase the erosion of the undeveloped nature of the countryside and associated landscape value. For example, this option may increase levels of ribbon development.</p>	<p><b>ENV11:</b> The exceptions will need to be tightly defined and specific to avoid a proliferation of development in the countryside, although an increase in development in the countryside over and above options which do not make exceptions is a residual effect. Exceptions may also relate to development which significantly enhances existing landscape character.</p>
	<p><b>D:</b> As for option B but with the addition of exceptions policies to allow development which is contrary to criteria based policy where certain exceptions are met.</p>	x	x	x	Probable	Countywide	<p>Direct</p> <p>Potential for permanent effects.</p>	<p>Compared to option B, this option is likely to increase levels of development within and therefore it is likely to increase the erosion of the undeveloped nature of the countryside and associated landscape value. For example, this option may increase levels of ribbon development.</p>	<p><b>As for ENV11</b></p>
<p><b>12. To protect and enhance cultural heritage &amp; the historic environment</b></p>	<p><b>A:</b> Define Individual settlement boundaries beyond which development will not be permitted</p>	✓/x	✓/x	✓/x	Possible	Countywide	<p>Direct</p> <p>Potential for permanent effects.</p>	<p>The setting of settlement boundaries will generally contribute to protecting heritage which falls outside of them. However, in doing so settlement boundaries may increase developer pressure on the historic environment and associated conservation character areas, listed and non-designated assets etc. In addition, it is also recognised that the setting of settlement boundaries may restrict opportunities to restore and bring heritage assets back into use as part of new development where such assets do not fall within the settlement boundary. Overall effects</p>	<p><b>ENV12:</b> Other policies would need to address the acceptability of development within the defined boundary including the protection of the historic environment and important heritage assets</p> <p><b>ENV13:</b> Ensure that settlement boundaries are not too tightly defined around an existing settlement, allowing for some expansion where it would contribute (within reason) to bringing heritage assets back into use</p>



								may therefore be positive or negative depending upon specific implementation.	
	<b>B:</b> Develop criteria based policy to restrict development in the open countryside	✓/✗	✓/✗	✓/✗	Possible	Countywide	Direct  Potential for permanent effects.	As criteria based policies by their nature are likely to be subject to interpretation on a case by case basis compared to defined settlement boundaries, in some circumstances, their use may prove more difficult to refuse development in the countryside against. However, effects may be positive or negative depending upon implementation, particularly where, for example proposals involve bringing back into use heritage assets that may be situated on the edge of a settlement	<b>ENV14:</b> Minimise any adverse effects by ensuring that criteria based policies or other policies in the Plan require new development to protect and enhance heritage assets and be sensitive to the characteristics of the local area.
	<b>C:</b> As for option A but with the addition of exceptions policies to allow development outside of settlement boundaries where certain exceptions are met.	✓/✗	✓/✗	✓/✗	Possible	Countywide	Direct  Potential for permanent effects.	Compared to option A, this option is likely to increase levels of development within the countryside. However, effects may be positive or negative depending on implementation as exceptions may relate to the re-use of redundant or disused buildings.	<b>ENV15:</b> Exceptions policies should relate to bringing heritage assets back into use
	<b>D:</b> As for option B but with the addition of exceptions policies to allow development which is contrary to criteria based policy where certain exceptions are met.	✓/✗	✓/✗	✓/✗	Possible	Countywide	Direct  Potential for permanent effects.	Compared to option B, this option is likely to increase levels of development within the countryside. However, effects may be positive or negative depending on implementation as exceptions may relate to the re-use of redundant or disused buildings.	<b>As for ENV15</b>
<b>13. To protect and improve air, water and soil resources</b>	<b>A:</b> Define Individual settlement boundaries beyond which development will not be permitted	✓	✓	✓	Probable	Countywide	Direct  Potential for permanent effects.	The setting of settlement boundaries is likely to encourage development on previously developed land and minimise the loss of better quality agricultural land to development.	-

	<b>B:</b> Develop criteria based policy to restrict development in the open countryside	x	x	x	Possible	Countywide	Direct  Potential for permanent effects.	As criteria based policies by their nature are likely to be subject to interpretation on a case by case basis compared to defined settlement boundaries, in some circumstances, their use may prove more difficult to refuse development in the countryside against and associated loss of agricultural land, some of which may be best and most versatile agricultural land.	<b>ENV16:</b> Minimise any adverse effects by ensuring that criteria based policies or other policies in the Plan require new development to give due consideration to the best and most versatile agricultural land.
	<b>C:</b> As for option A but with the addition of exceptions policies to allow development outside of settlement boundaries where certain exceptions are met.	x	x	x	Probable	Countywide	Direct  Potential for permanent effects.	Compared to option A, this option is likely to increase levels of development within the countryside and therefore loss of land to development.	<b>ENV17:</b> The exceptions will need to be tightly defined and specific to avoid a proliferation of development in the countryside, although an increase in development in the countryside over and above options which do not make exceptions is a residual effect. Exceptions policy or other policies in the Plan should ensure consideration is given to protecting the best and most versatile agricultural land.
	<b>D:</b> As for option B but with the addition of exceptions policies to allow development which is contrary to criteria based policy where certain exceptions are met.	x	x	x	Probable	Countywide	Direct  Potential for permanent effects.	Compared to option B, this option is likely to increase levels of development within the countryside and therefore loss of land to development.	<b>As for ENV17</b>
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	<b>A:</b> Define Individual settlement boundaries beyond which development will not be permitted	0	0	0	-	-	-	No clear link	-
	<b>B:</b> Develop criteria based policy to	0	0	0	-	-	-	No clear link	-

	restrict development in the open countryside								
	<b>C:</b> As for option A but with the addition of exceptions policies to allow development outside of settlement boundaries where certain exceptions are met.	0	0	0	-	-	-	No clear link	-
	<b>D:</b> As for option B but with the addition of exceptions policies to allow development which is contrary to criteria based policy where certain exceptions are met.	0	0	0	-	-	-	No clear link	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	<b>A:</b> Define Individual settlement boundaries beyond which development will not be permitted	0	0	0	-	-	-	No clear link – It is assumed that the use of settlement boundaries, criteria based policies and exceptions to these will not relate to minerals development which generally requires a countryside location	-
	<b>B:</b> Develop criteria based policy to restrict development in the open countryside	0	0	0	-	-	-	As above	-
	<b>C:</b> As for option A but with the addition of exceptions policies to allow development outside of settlement boundaries where certain exceptions are met.	0	0	0	-	-	-	As above	-
	<b>D:</b> As for option B but with the addition	0	0	0	-	-	-	As above	-

of exceptions policies to allow development which is contrary to criteria based policy where certain exceptions are met.									
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**Policy 11: Rural Housing and Employment Exception Sites**

Table 9 Policy 11 Issue/Option: What rural exceptions should be made?									
SA/SEA Object. Number	Options Assessed	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
		S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	A: Exceptions should be made to aid the delivery of affordable housing	✓✓	✓✓	✓✓	Certain	Rural areas, predominantly West Durham	Direct  Potential for permanent effects if the policy requires that the exceptions housing remains affordable in perpetuity	Much of rural England experiences problems of access to affordable housing as do parts of County Durham. House prices have been driven by the influx of the affluent and the already low levels of provision of social housing in rural areas has been diminished by the Right to Buy. <sup>6</sup> Therefore, making exceptions for the delivery of affordable housing in rural areas should contribute to meeting identified need. However, in order to ensure that need is met in the locality and that affordable housing is not purchased as a second home for example, it will be necessary to ensure that any exceptions policy requires the residency of the housing for those with a local connection e.g. those that work or have family in the area. The housing should also remain affordable in perpetuity.	<b>SOC1:</b> Policy to prioritise the occupancy of exceptions housing towards those with a local connection and ensure that it will be available in perpetuity.

<sup>6</sup> M, Bevan, et al (2001) Social housing in rural areas Joseph Rowntree Foundation

	<b>B:</b> Exceptions should be made to aid the delivery of both affordable housing and employment	✓✓	✓✓	✓✓	Certain	Rural areas, predominantly West Durham	Direct  Potential for permanent effects if the policy requires that the exceptions housing remains affordable in perpetuity	As above	-
<b>2. To promote strong secure communities</b>	<b>A:</b> Exceptions should be made to aid the delivery of affordable housing	✓	✓	✓	Certain	Rural areas, predominantly West Durham	Direct  Potential for permanent effects if the policy requires that the exceptions housing remains affordable in perpetuity	Affordable housing is crucial to the vitality and sustainability of the countryside. Housing in many rural areas has become increasingly unaffordable to people on low and average incomes, and the failure to create affordable homes is fuelling some of the main issues facing rural communities. The closure of rural services (such as post offices and pubs) and the skewed population structure, due to falling numbers of young people, is linked strongly to the ability of people to be able to afford a home. Therefore, making exceptions for the delivery of affordable housing in rural areas should contribute to sustaining rural communities.	-
	<b>B:</b> Exceptions should be made to aid the delivery of both affordable housing and employment	✓	✓	✓	Possible	Rural areas, predominantly West Durham	Direct  Potential for	In addition to the positive effects identified above, making exceptions for employment related development is also likely to contribute towards sustaining rural communities. However, care will need to be taken to ensure that such development does not impact upon the existing amenity of	<b>SOC2:</b> Care will need to be taken to ensure that such development does not impact upon the existing amenity of communities through

							permanent effects	communities through for example traffic levels, noise etc.	for example traffic levels, noise etc. The policy should ensure that exceptions employment is appropriate to its location
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	<b>A:</b> Exceptions should be made to aid the delivery of affordable housing	✓	✓	✓	Possible	Rural areas, predominantly West Durham	Direct  Potential for permanent effects	Making exceptions for affordable housing may contribute to sustaining local schools and pupil numbers	-
	<b>B:</b> Exceptions should be made to aid the delivery of both affordable housing and employment	✓	✓	✓	Possible	Rural areas, predominantly West Durham	Direct  Potential for permanent effects	In addition to the possible positive effects identified above, the provision of employment related development is likely to contribute further to the retention of people in rural areas and to the viability of local educational facilities and services. Making exceptions for employment related development may also increase levels of local training opportunities linked to the employment provided.	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	<b>A:</b> Exceptions should be made to aid the delivery of affordable housing	✓	✓	✓	Possible	Rural areas, predominantly West Durham	Direct  Potential for permanent effects.	A shortage of affordable housing limits 'families' and individuals' choice of where they live which may relegate lower income families to non-decent housing and neighbourhoods with higher rates of poverty and fewer resources to support wellbeing (e.g. parks, play areas). The lack of affordable housing in rural areas can also lead to people moving out of the area causing separation from existing social networks which can lead to isolation and impact upon health and wellbeing. Furthermore, the financial burden of living within unaffordable housing can prevent families from meeting other basic needs including nutrition and healthcare. Therefore, making exceptions to aid the delivery of affordable housing in rural areas is	-

								considered to have a positive effect on health and wellbeing. The development of housing more generally in rural areas can also help to support the viability of existing local healthcare services such as local GP surgeries.	
	<b>B:</b> Exceptions should be made to aid the delivery of both affordable housing and employment	✓✓	✓✓	✓✓	Possible	Rural areas, predominantly West Durham	Direct Potential for permanent effects	<p>In addition to the positive effects identified for option A, making exceptions for employment development may contribute to reducing levels of rural unemployment and associated health effects. A review of more than 400 scientific studies on the relationship between work and health concluded that being out of work was generally bad for your health and wellbeing, resulting in<sup>7</sup>:</p> <ul style="list-style-type: none"> <li>) More consultations, higher use of medication and higher hospital admission rates than for the average population</li> <li>) A 2-3 times increased risk of poor general health</li> <li>) A 2-3 times increased risk of mental health problems</li> <li>) A 20% higher death rate</li> </ul> <p>The provision of rurally based employment may also serve to retain people within rural communities and contribute to supporting the viability of existing local healthcare services such as local GP surgeries.</p>	-
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	<b>A:</b> Exceptions should be made to aid the delivery of affordable housing	?	?	?	Uncertain	Rural areas, predominantly West Durham	Uncertain Potential for permanent effects	<p>On the one hand making exceptions for rural affordable housing is likely to contribute towards retaining existing services and facilities which currently minimise the need for and distances travelled. However, on the other hand, making exceptions for rural affordable housing will place housing in locations where it is more likely that</p>	<b>ENV1:</b> Whilst rural exceptions housing may not have as good access to facilities and services as housing located in urban environments, effects can be minimised by

<sup>7</sup> G. Waddell, A.K.Burton (2006) Is work good for your health and wellbeing on behalf of the Department for Work and Pensions

								there will not be a full range of community services and facilities and access to and frequency of public transport services may be more limited, increasing dependency upon private car use.	ensuring housing is located close to existing settlements. This could be stipulated as a requirement within policy.
	<b>B:</b> Exceptions should be made to aid the delivery of both affordable housing and employment	✓	✓	✓	Possible	Rural areas, predominantly West Durham	Direct  Potential for permanent effects	Effects are as for option A in relation to affordable housing provision. However, making exceptions for employment related development under certain circumstances may contribute to reducing distances travelled for employment purposes in rural areas and levels of out commuting. Possible positive effects are therefore predicted.	-
<b>6. To alleviate deprivation and poverty</b>	<b>A:</b> Exceptions should be made to aid the delivery of affordable housing	✓	✓	✓	Probable	Rural areas, predominantly West Durham	Direct  Potential for permanent effects	Making exceptions for the provision of rural affordable housing is likely to help those on lower incomes in rural areas. However, in order to ensure that positive effects are derived, it will be necessary to ensure that any exceptions policy requires the residency of the housing for those with a local connection e.g. those that work or have family in the area. The housing should also remain affordable in perpetuity.	<b>See measure SOC1</b>
	<b>B:</b> Exceptions should be made to aid the delivery of both affordable housing and employment	✓	✓	✓	Probable	Rural areas, predominantly West Durham	Direct  Potential for permanent effects	Positive effect are as for option A. However, in addition, making exceptions for employment development under certain circumstances may help to reduce unemployment, encourage higher incomes and improve physical access to jobs in rural areas.	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	<b>A:</b> Exceptions should be made to aid the delivery of affordable housing	✓	✓	✓	Possible	Rural areas, predominantly West Durham	Indirect  Potential for	Making exceptions for affordable housing in rural areas will contribute to retaining people and young people in particular, in rural areas ensuring continued contribution to the rural economy.	-



							permanent effects		
	<b>B:</b> Exceptions should be made to aid the delivery of both affordable housing and employment	✓✓	✓✓	✓✓	Probable	Rural areas, predominantly West Durham	Direct  Potential for permanent effects	In addition to the positive effects predicted against option A, making exceptions for employment related development provides flexibility by recognising the unique nature of the economy and circumstances within rural areas. Enabling such development under certain circumstances may improve the diversity and resilience of the rural economy, create employment and further encourage young people to stay in the area.	-
<b>8. To reduce the causes of climate change</b>	<b>A:</b> Exceptions should be made to aid the delivery of affordable housing	×	×	×	Possible	Rural areas, predominantly West Durham	Direct  Potential for permanent effects	Some rural areas within County Durham are not connected to the gas network. Therefore, rural exceptions housing may be located in areas which may be off the gas network increasing the carbon emissions linked to alternative forms of heating. Ensuring high levels of thermal efficiency and energy saving measures are incorporated into new housing will be key to minimising emissions.	<b>ENV2:</b> Ensuring high levels of thermal efficiency and energy saving measures are incorporated into new housing will be key to minimising emissions.
	<b>B:</b> Exceptions should be made to aid the delivery of both affordable housing and employment	×	×	×	Possible	Rural areas, predominantly West Durham	Direct  Potential for permanent effects	As above linked to business energy use.	<b>As above</b>
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	<b>A:</b> Exceptions should be made to aid the delivery of affordable housing	✓/×	✓/×	✓/×	Possible	Rural areas, predominantly West Durham	Direct  Potential for permanent effects	If exceptions were made to aid the delivery of affordable housing in rural areas, effects would depend upon where for example new housing is located in relation to flood risk and whether it is designed to help cope with climate extremes. This issue should be addressed by other Policies within the Plan	<b>ENV3:</b> Other policies would need to ensure that exceptions development contributes positively to this sustainability objective

	<b>B:</b> Exceptions should be made to aid the delivery of both affordable housing and employment	✓/x	✓/x	✓/x	Possible	Rural areas, predominantly West Durham	Direct Potential for permanent effects	The effects identified against option A also apply to employment development	<b>As above</b>
<b>10. To protect and enhance biodiversity and geodiversity</b>	<b>A:</b> Exceptions should be made to aid the delivery of affordable housing	✓/x	✓/x	✓/x	Possible	Rural areas, predominantly West Durham	Direct Potential for permanent effects	If exceptions were made to aid the delivery of affordable housing in rural areas, effects would depend upon where for example new housing is located in relation to areas of high biodiversity or geodiversity value and whether the development contributes to net gains or not. This issue should be addressed by other Policies within the Plan	<b>See measure ENV3</b>
	<b>B:</b> Exceptions should be made to aid the delivery of both affordable housing and employment	✓/x	✓/x	✓/x	Possible	Rural areas, predominantly West Durham	Direct Potential for permanent effects	The effects identified against option A also apply to employment development	<b>See measure ENV3</b>
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	<b>A:</b> Exceptions should be made to aid the delivery of affordable housing	✓/x	✓/x	✓/x	Possible	Rural areas, predominantly West Durham	Direct Potential for permanent effects	If exceptions were made to aid the delivery of affordable housing in rural areas, effects would depend upon where for example new housing is located in relation to areas of high landscape value and whether the development is in scale and keeping with the form and character of nearby settlements and the wider landscape context or not. This issue should be addressed by other Policies within the Plan	<b>See measure ENV3</b>
	<b>B:</b> Exceptions should be made to aid the delivery of both affordable housing and employment	✓/x	✓/x	✓/x	Possible	Rural areas, predominantly West Durham	Direct Potential for	The effects identified against option A also apply to employment development	<b>See measure ENV3</b>

							permanent effects		
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	<b>A:</b> Exceptions should be made to aid the delivery of affordable housing	✓/x	✓/x	✓/x	Possible	Rural areas, predominantly West Durham	Direct  Potential for permanent effects	If exceptions were made to aid the delivery of affordable housing in rural areas, effects would depend upon where for example new housing is located in relation to heritage assets, setting and whether the scale and design of new development is in keeping with existing historic contexts. This issue should be addressed by other Policies within the Plan	<b>See measure ENV3</b>
	<b>B:</b> Exceptions should be made to aid the delivery of both affordable housing and employment	✓/x	✓/x	✓/x	Possible	Rural areas, predominantly West Durham	Direct  Potential for permanent effects	The effects identified against option A also apply to employment development	<b>See measure ENV3</b>
<b>13. To protect and improve air, water and soil resources</b>	<b>A:</b> Exceptions should be made to aid the delivery of affordable housing	✓/x	✓/x	✓/x	Possible	Rural areas, predominantly West Durham	Direct  Potential for permanent effects	<p><b>Air</b> – New development will contribute to protecting existing services which ensure travelling distances and associated emissions are minimised but are also likely to be located where dependency on private car use is higher.</p> <p><b>Water</b> – Effects depend upon whether water efficiency measures are incorporated and whether new development can be connected to mains sewerage or if for example individual septic tanks are required which can increase risk of pollution incidents.</p> <p><b>Soil</b> – The option may increase the loss of soils to development. However, effects depend upon whether brownfield, greenfield, better or poorer agricultural land or contaminated land that could be radiated through new development will be utilised.</p>	<b>See measure ENV3</b>

	<b>B:</b> Exceptions should be made to aid the delivery of both affordable housing and employment	✓/x	✓/x	✓/x	Possible	Rural areas, predominantly West Durham	Direct Potential for permanent effects	The effects identified against option A also apply to employment development	<b>See measure ENV3</b>
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	<b>A:</b> Exceptions should be made to aid the delivery of affordable housing	✓/x	✓/x	✓/x	Possible	Rural areas, predominantly West Durham	Direct Potential for permanent effects	The delivery of rural exceptions housing is likely to increase levels of waste both during construction and occupation. However, effects depend on whether measures are implemented to reduce, re-use and recycle construction waste and whether new occupants have easy access to recycling services	<b>See measure ENV3</b>
	<b>B:</b> Exceptions should be made to aid the delivery of both affordable housing and employment	✓/x	✓/x	✓/x	Possible	Rural areas, predominantly West Durham	Direct Potential for permanent effects	The effects identified against option A also apply to employment development	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	<b>A:</b> Exceptions should be made to aid the delivery of affordable housing	0	0	0	-	-	-	No clear link between option and SA objective	-
	<b>B:</b> Exceptions should be made to aid the delivery of both affordable housing and employment	0	0	0	-	-	-	No clear link between option and SA objective	-

### **Policy 12: Permanent Rural Workers Dwellings**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

### **Policy 13: Equestrian Development**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 14: Best and Most Versatile Agricultural Land and Soil Resources**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 15: Addressing Housing Need**

SA/SEA Object. Number	Options Assessed	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
		S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	<b>A:</b> Allow developers to make their own decisions on house types and building standards	XX	XX	XX	Probable	County-wide	Permanent Direct	This option, allowing developers to make their own decisions on house types and building standards would mean leaving it to the market to determine the amount and type of older persons housing delivered. It is likely to have a negative impact on this objective as research from the SHMA indicated that residents felt there are currently a lack of options around older persons housing. Therefore, if this continued as business as usual and house types were left to developers to determine, this would limit the amount of housing options for older persons in the future and is very unlikely to meet need and demand.	
	<b>B:</b> Require developers to build a proportion (10%) of houses within housing schemes to the new optional building	✓	✓	?	Certain (S-M)  Uncertain (L)	County-wide	Permanent Direct	Option B would go some way in meeting older persons housing provision as this would require a proportion (10%) of homes to be accessible and adaptable through a proportion being built to Building Regulations Requirement M4 (2) (accessible and adaptable dwellings). However, whilst this option would increase housing options for older persons, it would not meet demand for other types of older persons housing options such as level access bungalows, level access flats, sheltered homes and extra care which are desired as evidenced through the SHMA. Furthermore, the required proportion of older persons housing from this option is	-

	regulations standard aimed at making homes more accessible and adaptable							likely to mean a small shortfall over the planning period and whilst this may meet need in the short to medium term; due to demographic change and an ageing population, the long term impact is uncertain.	
	<b>C:</b> Require developers to build bungalows, level access flats, multi-generational housing, sheltered housing or extra care as a proportion (10%) of all new housing developments	✓	✓	?	Certain (S-M)  Uncertain (L)	County-wide	Permanent Direct	This option seeks to address older persons housing needs by requiring 10% of private or intermediate housing on sites over 10 units or more. In doing so this will help to increase the overall housing stock and options of older persons housing and will be deliverable based on viability assessments <sup>8</sup> This option would require a proportion of level access flats, level access bungalows, sheltered housing or Extra Care Schemes or housing products that can be shown to meet the specific needs of a multi-generational family. However, the required proportion of older persons housing from this option is likely to mean a small shortfall over the planning period. Therefore, whilst this may meet need in the short to medium term; due to demographic change and an ageing population, the long term impact is uncertain. It should be acknowledged, however, that whilst the proportion of older persons housing set out in Option C may not meet need in the long term, the proportions have been assessed based on viability. This is an important consideration in plan making as setting realistic targets and having recognition to the cumulative impact (including the affordable housing requirement) of obligations is important (DCLG, 2012: p.173). Whilst 10% of provision is set based on current viability, the levels of viability should be regularly assessed to reflect changing economic conditions, particularly as demand for such housing is likely. Therefore, recommendation SOC1 is made.	SOC1: Review the level of provision for older persons housing on a regular basis to reflect changing economic conditions and market demand.

<sup>8</sup> <http://durhamcc-consult.limehouse.co.uk/portal/planning/cdpev/>

	D. Allocation of sites specifically for the housing of older people	?	?	?	Uncertain	County-wide	Permanent Direct	This option would have positive impacts on providing housing for older persons in locations which are accessible and which have good services. Specifically allocating sites could also give developers more certainty to develop older persons housing: bungalows, level-access flats, multi-generational housing, sheltered housing or extra care. However, whilst this option could help deliver the required amount of older persons homes across the county, such schemes would be driven by the market and would require development to come through from specific private investment meaning that delivery would be uncertain. Therefore, whilst this option could help meet older persons housing needs and whilst the SHMA indicates that there is likely demand for such housing, location of the sites would need careful consideration as to the suitability and deliverability. Therefore, it is recommended that this option is further explored at the next stage of the plan (SOC2).	SOC2: To consider specific older persons site allocations at the next stage of the plan.
2. To promote strong secure communities	A: Allow developers to make their own decisions on house types and building standards	x	x	xx	Probable	County-wide	Permanent Indirect	Option A would have a significant negative impact on promoting strong, secure communities. As mentioned in the previous section, allowing developers to make their own choices on house types and building standards is unlikely to deliver the housing required for older persons and, as such, would not deliver options to help promote independent living, multi-generational living, or extra care/sheltered housing to help those in need of such housing.	
	B: Require developers to build a proportion of houses within housing schemes to the new optional building regulations standard aimed at making homes more accessible and adaptable	✓/x	✓/x	✓/x	Probable	County-wide	Permanent Indirect	This option will have some positive impacts on the objective but would not benefit from the provision of specific older person housing types. Accessible housing through the provision of homes which are built to Building Regulations Requirement M4 (2) (accessible and adaptable dwellings) will allow for older persons to remain in their homes for the rest of their lives. As such, it increases independence and therefore reduces the pressure on families and the financial burden which can often come with care provision. However, this option would not promote other housing types which could help foster stronger communities such as multi-generational housing as well as extra care facilities.	
	C: Require developers to	✓	✓	✓	Probable	County-wide	Permanent Indirect	Option C is likely to have a positive impact on promoting strong, secure communities. Through requiring an amount of older	

	build bungalows, level access flats, multi-generational housing, sheltered housing or extra care as a proportion (10%) of all new housing developments							persons housing to be delivered in developments, it will help cater for the needs of an ageing population. Multi-generational housing will allow for older persons to remain in their homes for the rest of their lives and for families to live side-by-side. The policy also stipulates that older persons' properties should be situated in the most appropriate location within the site. These are positive inclusions as many older persons would prefer to live in their own homes instead of moving to a sheltered homes or extra care facility. Requiring a proportion of older persons housing within a residential site will also promote diverse communities with older and younger communities being able to live amongst each other.	
	D. Allocation of sites specifically for the housing of older persons	✓	✓	✓	Uncertain	County-wide	Permanent Indirect	Option D, in providing sites specifically for the needs of older persons would likely have a positive impact on promoting strong, secure communities. Older persons housing in the form of retirement villages or extra care villages which are provided in sustainable locations are good examples of how this option could be used to address older persons housing need and create strong communities. Provision of such facilities could enable older persons to enjoy healthy, active lifestyles through access to onsite facilities and services and through ensuring close proximity to services and facilities.	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	A: Allow developers to make their own decisions on house types and building standards	0	0	0	-	-	-	There is no significant link between this option and the objective.	
	B: Require developers to build a proportion of houses within housing schemes to the new optional building regulations standard	0	0	0	-	-	-	There is no significant link between this option and the objective.	



	aimed at making homes more accessible and adaptable								
	<b>C:</b> Require developers to build bungalows, level access flats, multi-generational housing, sheltered housing or extra care as a proportion (10%) of all new housing developments	0	0	0	-	-	-		There is no significant link between this option and the objective. The policy may have some indirect benefits in terms of education through facilities provided in extra care residential accommodation but this is not significant enough to impact scoring.
	<b>D:</b> Allocation of sites specifically for the housing of older persons	0	0	0	-	-	-		There is no significant link between this option and the objective. The policy may have some indirect benefits in terms of education through facilities provided in extra care residential accommodation but this is not significant enough to impact scoring.
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	<b>A:</b> Allow developers to make their own decisions on house types and building standards	x	x	x	Probable	County-wide	Permanent Indirect		This option is likely to have a negative impact on the objective. Allowing developers to make their own decisions on housing types and building standards is unlikely to provide enough homes which are specifically built for older persons needs and which could help to facilitate healthy, independent lives.
	<b>B:</b> Require developers to build a proportion of houses within housing schemes to the new optional	✓/x	✓/x	✓/x	Uncertain	County-wide	Permanent Indirect		This option is likely to have some positive and some negative impacts on the objective. Provision of accessible and adaptable homes through the Building Regulations Requirement M4 (2) (accessible and adaptable dwellings) would provide older persons with the option to live independently by encouraging level access to important facilities which is the most desired option for older persons (65 % would like to stay in their own home according to

	building regulations standard aimed at making homes more accessible and adaptable							the SHMA research. However, whilst this is a positive inclusion, it does not encourage provision of other important types of housing.	
	<b>C:</b> Require developers to build bungalows, level access flats, multi-generational housing, sheltered housing or extra care as a proportion (10%) of all new housing developments	✓	✓	✓	Probable	County-wide	Permanent Indirect	This option would have a positive impact in relation to promoting healthy lifestyles. Requiring a proportion of homes to be built to meet older persons needs increases options around how older people choose to live and improves access to care. Level access bungalows and level access flats can help older person's live independent lives in their own home which is the most desired option for older persons (65 % would like to stay in their own home according to the SHMA research). This option also identifies housing products which can be shown to meet the needs of multi-generational families allowing families to support each other, reduce the feeling of isolation and improve mental health.	
	<b>D.</b> Allocation of sites specifically for the housing of older persons	✓	✓	✓	Probable	County-wide	Permanent Indirect	This option is likely to have a positive impact on reducing health inequalities. Allocating sites in sustainable locations which are close to services and facilities can encourage older persons to walk or cycle and to lead healthy lives with the minimal amount of assisted care. However, whilst impacts are likely to be positive, this option would depend on market forces and developers willing to pursue such schemes.	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	<b>A:</b> Allow developers to make their own decisions on house types and building standards	×	×	×	Possible	Countywide	Indirect	This option would have a negative impact on the objective. Allowing developers to make their own decisions on housing types and building standards would not provide enough housing with good accessibility to reduce the dependency on families or care workers travelling to visit those in need. A lack of options to increase independent living or to provide sheltered housing or extra care (which can improve efficiency of care) would require home-to-home travel from carers to the person in need.	
	<b>B:</b> Require developers to build a	✓	✓	✓	Possible	Countywide	Indirect	This option and the requirement for a proportion of older persons housing on residential sites is likely to reduce the need to travel. This is because through the provision of accessible housing, it	<b>SOC3:</b> Ensure that the proportion of older persons

	proportion of houses within housing schemes to the new optional building regulations standard aimed at making homes more accessible and adaptable						Potential for permanent effects.	would allow for independent living and likely reduce the need for care and support workers to travel. If this option would considered it should ensure that older persons development is located in the most accessible locations within a site.	housing is located in the most accessible locations of a site.
	<b>C:</b> Require developers to build bungalows, level access flats, multi-generational housing, sheltered housing or extra care as a proportion (10%) of all new housing developments	✓	✓	✓	Probable	Countywide	Indirect  Potential for permanent effects.	This option and the requirement for a proportion of older persons housing on residential sites is likely to reduce the need to travel. This is because through the provision of accessible housing, it would allow for independent living and likely reduce the need for care and support workers to travel. Also, the support of 'multi-generational homes' would allow families to grow old together and provide care on-site therefore reducing the need to travel. Furthermore, this option would ensure that housing is located in the most appropriate location (this is likely to be in areas nearest to settlements and therefore nearest to services and facilities) allowing for walking and cycling.	
	<b>D:</b> Allocation of sites specifically for the housing of older persons	✓	✓	✓	Probable	Countywide	Indirect  Potential for permanent effects.	This option could help reduce the need to travel. Through the provision of sites specifically for older persons housing, it would allow them to be located in sustainable locations close to facilities and services without the need to travel long distances. In some instances, it would also mean that support staff or care workers are located on site so would not have to need to travel to and from individual houses.	
<b>6. To alleviate deprivation and poverty</b>	<b>A:</b> Allow developers to make their own decisions on house types and building standards	✗	✗	✗	Possible	Countywide	Direct  Potential for permanent effects.	Allowing developers to decide the types and building standards is likely to have a negative impact on alleviating deprivation and poverty. It is unlikely that older persons development would come forward through the market based on previous trends and this would limit the options of older persons looking to move. The limited options would make it expensive to find suitable accommodation given the lack of current stock which would have the most significant impact on the poorest areas in the county.	

	<b>B:</b> Require developers to build a proportion of houses within housing schemes to the new optional building regulations standard aimed at making homes more accessible and adaptable	✓	✓	✓	Probable	Countywide	Direct  Potential for permanent effects.	This option would ensure that provision of older persons homes and accessible accommodation is distributed around the county and does not rely on market forces for delivery. This will ensure that the wider county has options to different types of older persons housing and is not limited to the areas which have the least amount of risk to developers.	-
	<b>C:</b> Require developers to build bungalows, level access flats, multi-generational housing, sheltered housing or extra care as a proportion of all new housing developments	✓	✓	✓	Probable	Countywide	Direct  Potential for permanent effects.	This option would ensure that provision of older persons homes and accessible accommodation is distributed around the county and does not rely on market forces for delivery. This will ensure that the wider county has options to different types of older persons housing and is not limited to the areas which have the least amount of risk to developers.	
	<b>D.</b> Allocation of sites specifically for the housing of older people	?	?	?	Uncertain	Countywide	Direct  Potential for permanent effects.	The impact of this option is uncertain as it would depend on where the sites were located and how they were distributed geographically across the county. Older persons housing is required in all areas and therefore it would require sites to be strategically located to meet need. Issues with viability could arise in some areas so that would need to be considered.	
<b>7. To develop a sustainable and diverse economy with high</b>	<b>A:</b> Allow developers to make their own decisions on house types	?	?	?	Possible	Countywide	Indirect  Potential for permanent effects.	The impacts of these options have positive and negative impacts. Allowing developers to make their own decisions about house types and building standards would not place restrictions on development types and there are arguments that the market may deliver the most efficient development to meet need. However, based on past trends, this is likely to prevent innovative housing	

<b>levels of employment</b>	and building standards							coming forward as developers can be reluctant due to financial risk.	
	<b>B:</b> Require developers to build a proportion of houses within housing schemes to the new optional building regulations standard aimed at making homes more accessible and adaptable	?	?	?	Possible	Countywide	Indirect Potential for permanent effects.	The impacts of these options are uncertain. Viability assessments indicate that 10% provision of this type of housing is financially viable and should not impact upon delivery. This has been considered alongside other planning obligations to understand the cumulative impact.	-
	<b>C:</b> Require developers to build bungalows, level access flats, multi-generational housing, sheltered housing or extra care as a proportion of all new housing developments	?	?	?			Indirect Potential for permanent effects.	The impacts of these options are uncertain. Viability assessments indicate that 10% provision of these types of housing is financially viable and should not impact upon delivery. This has been considered alongside other planning obligations to understand the cumulative impact.	
	<b>D.</b> Allocation of sites specifically for the housing of older people	?	?	?			Indirect Potential for permanent effects.	The impacts of this are uncertain and would depend on whether sites are chosen in locations which would encourage private development. If sites were safeguarded for a specific use such as older persons housing this could restrict other development coming forward and have a negative impact on the economy.	
<b>8. To reduce the causes of climate change</b>	<b>A:</b> Allow developers to make their own decisions on house types	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	There is no significant link between this option and the objective. There may be some negative impact due to the impacts from transport but the impact is uncertain.	-

	and building standards								
	<b>B:</b> Require developers to build a proportion of houses within housing schemes to the new optional building regulations standard aimed at making homes more accessible and adaptable	0	0	0	-	-	-	There is no significant link/ the impact of this option on the SA objective would be minor given it is a proportion of the overall development	-
	<b>C:</b> Require developers to build bungalows, level access flats, multi-generational housing, sheltered housing or extra care as a proportion of all new housing developments	0	0	0	-	-	-	There is no significant link/ the impact of this option on the SA objective would be minor given it is a proportion of the overall development.	
	<b>D.</b> Allocation of sites specifically for the housing of older people	?	?	?	Uncertain	Countywide	Direct Potential for permanent effects.	The impacts of this option on the objectives will depend on where development is located. Specific sites would need to pay careful attention to the environment and biodiversity.	
<b>9. To respond and enable adaptation to the</b>	<b>A:</b> Allow developers to make their own decisions on house types	0	0	0	-	-	-	There is no significant link between this option and the objective.	

<b>inevitable impacts of climate change</b>	and building standards								
	<b>B:</b> Require developers to build a proportion of houses within housing schemes to the new optional building regulations standard aimed at making homes more accessible and adaptable	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	There is no significant link between this option and the objective.	
	<b>C:</b> Require developers to build bungalows, level access flats, multi-generational housing, sheltered housing or extra care as a proportion of all new housing developments	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	There is no significant link between this option and the objective.	
	<b>D.</b> Allocation of sites specifically for the housing of older people	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	There is no significant link between this option and the objective.	
<b>10. To protect and enhance biodiversity and</b>	<b>A:</b> Allow developers to make their own decisions on house types	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	The impact of this option on the SA objective would be minor given it is a proportion of the overall development.	

<b>geodiversity</b>	and building standards								
	<b>B:</b> Require developers to build a proportion of houses within housing schemes to the new optional building regulations standard aimed at making homes more accessible and adaptable	0	0	0	-	-	-	The impact of this option on the SA objective would be minor given it is a proportion of the overall development.	
	<b>C:</b> Require developers to build bungalows, level access flats, multi-generational housing, sheltered housing or extra care as a proportion of all new housing developments	0	0	0	-	-	-	The impact of this option on the SA objective would be minor given it is a proportion of the overall development.	
	<b>D.</b> Allocation of sites specifically for the housing of older people	?	?	?	Uncertain	Countywide	Direct Potential for permanent effects.	The impacts of this option on the objectives will depend on where development is located. Specific sites would need to pay careful attention to the environment and biodiversity.	
<b>11. To protect and enhance the quality and character of</b>	<b>A:</b> Allow developers to make their own decisions on house types	0	0	0	-	-	-	The impact of this option on the SA objective would be minor given it is a proportion of the overall development.	



<b>landscape and townscape</b>	and building standards								
	<b>B:</b> Require developers to build a proportion of houses within housing schemes to the new optional building regulations standard aimed at making homes more accessible and adaptable	0	0	0	-	-	-	The impact of this option on the SA objective would be minor given it is a proportion of the overall development.	
	<b>C:</b> Require developers to build bungalows, level access flats, multi-generational housing, sheltered housing or extra care as a proportion of all new housing developments	0	0	0	-	-	-	The impact of this option on the SA objective would be minor given it is a proportion of the overall development.	
	<b>D.</b> Allocation of sites specifically for the housing of older people	?	?	?	Uncertain	Countywide	Direct Potential for permanent effects.	The impacts of this option on the objectives would depend on where development is located.	

<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	<b>A:</b> Allow developers to make their own decisions on house types and building standards	0	0	0	-	-	-	The impact of this option on the SA objective would be minor given it is a proportion of the overall development.	
	<b>B:</b> Require developers to build a proportion of houses within housing schemes to the new optional building regulations standard aimed at making homes more accessible and adaptable	0	0	0	-	-	-	The impact of this option on the SA objective would be minor given it is a proportion of the overall development.	
	<b>C:</b> Require developers to build bungalows, level access flats, multi-generational housing, sheltered housing or extra care as a proportion of all new housing developments	0	0	0	-	-	-	The impact of this option on the SA objective would be minor given it is a proportion of the overall development.	
	<b>D.</b> Allocation of sites specifically for the housing of older people	?	?	?	Uncertain	Countywide	Direct Potential for permanent effects.	The impacts of this option on the objectives will depend on where development is located.	

<b>13. To protect and improve air, water and soil resources</b>	<b>A:</b> Allow developers to make their own decisions on house types and building standards	0	0	0	-	-	-	The impact of this option on the SA objective would be minor given it is a proportion of the overall development.	
	<b>B:</b> Require developers to build a proportion of houses within housing schemes to the new optional building regulations standard aimed at making homes more accessible and adaptable	0	0	0	-	-	-	The impact of this option on the SA objective would be minor given it is a proportion of the overall development.	
	<b>C:</b> Require developers to build bungalows, level access flats, multi-generational housing, sheltered housing or extra care as a proportion of all new housing developments	0	0	0	-	-	-	The impact of this option on the SA objective would be minor given it is a proportion of the overall development.	
	<b>D.</b> Allocation of sites specifically for the housing of older people	?	?	?	Uncertain	Countywide	Direct Potential for permanent effects.	The impacts of this option on the objectives will depend on where development is located.	

<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	<b>A:</b> Allow developers to make their own decisions on house types and building standards	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	There is no significant link between this option and the objective.	
	<b>B:</b> Require developers to build a proportion of houses within housing schemes to the new optional building regulations standard aimed at making homes more accessible and adaptable	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	There is no significant link between this option and the objective.	
	<b>C:</b> Require developers to build bungalows, level access flats, multi-generational housing, sheltered housing or extra care as a proportion of all new housing developments	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	There is no significant link between this option and the objective.	
	<b>D.</b> Allocation of sites specifically for the housing of older people	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	There is no significant link between this option and the objective.	

<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	<b>A:</b> Allow developers to make their own decisions on house types and building standards	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	There is no significant link between this option and the objective.	
	<b>B:</b> Require developers to build a proportion of houses within housing schemes to the new optional building regulations standard aimed at making homes more accessible and adaptable	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	There is no significant link between this option and the objective.	
	<b>C:</b> Require developers to build bungalows, level access flats, multi-generational housing, sheltered housing or extra care as a proportion of all new housing developments	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	There is no significant link between this option and the objective.	
	<b>D.</b> Allocation of sites specifically for the housing of older people	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	There is no significant link between this option and the objective.	

**Policy 16: Durham University Development, Purpose Built Student Accommodation and Houses in Multiple Occupation**

Table 11 Policy 16 Issue/Option: Which policy approach should be taken to student accommodation									
SA/SEA Object. Number	Options	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
		S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	Option A: Implement Houses in Multiple Occupation (HMO) and Purpose Built Student Accommodation (PBSA) policy based on the current Interim Student Accommodation Policy	✓	✓	✓	Probable	Durham City	Direct Indirect	<p>It is considered that Option A is likely to have positive direct and indirect effects in terms of helping to meet housing need and to provide people with the opportunity to live in decent and affordable homes.</p> <p>It is recognised that PBSA provides an alternative accommodation option to HMOs for a wide variety of groups including students, young professionals, migrants and people on low incomes. Although in Durham City it is anticipated that PBSA will predominately accommodate students, such development will provide housing for this specific type of dwelling. Moreover the policy requires consultation with the relevant education provider pursuant to the identified need (Part B, criterion b). Having such a dialogue and understanding of need for this specific type of accommodation in the city will help to ensure oversupply issues are managed. Importantly the supporting text clarifies that when determining need unimplemented consents are also taken into account given the potential contribution that schemes with planning consent could have.</p> <p>PBSA is also required to be of an appropriate standard (Part B, criterion 3). This will ensure that those new residents have a decent place to live; a requirement that will be supported by current building regulations. As noted in the supporting text, it is Durham University's aspiration to house 50-55% of students in college-affiliated accommodation by 2027. Even though there is a degree of uncertainty as to whether this will happen, there is potential that a majority of students will live in decent accommodation. Arguably such accommodation will be of a higher standard than some private-rented HMO properties which do not have to adhere to the same</p>	<p>SOC1: To clarify policy intent, it is considered that Part A includes text to explain how proposals for change of use from HMO to C3 would be supported. Suggested text: "Changes of use from an HMO to C3 will be supported. Opportunities to enable this will be explored as they arise in order to assist the re-balancing of neighbourhoods".</p>

								<p>standard requirements. PBSA will also either be managed by educational providers or require a management plan.</p> <p>It is considered that there is the potential for the policy to have a positive indirect effects if helps to release current HMO properties occupied by students to other groups (e.g. young professionals and those on lower incomes) and even support a change of use back to C3 (e.g. family accommodation). There is a degree of uncertainty, but this is considered possible by restricting the number of HMO properties across the city and providing new PBSA. Even though the policy seeks to create and protect sustainable mixed communities, it does not specifically state the change of use from HMO to C3 dwelling homes will be support (<b>SOC1</b>).</p>	
	<p><b>Option B:</b> Rely on Local Plan policies to manage planning issues associated with the accommodation of Durham City's student population</p>	✓/x	x	x	Possible	Durham City	<p>Direct Indirect</p>	<p>Without a specific policy approach to manage the need of this particular type of accommodation in Durham City, adverse effects are considered more likely compared to Option A. Although other Local Plan policies would managed the direct impacts of a proposals on a case by case basis, this approach does not provide a mechanism to ensure need is being met without the associated issues of oversupply. An oversupply of student accommodation could lead to empty properties that are not readily available to other renting groups, either because of landlords' letting preferences of because other groups simply do not seek accommodation in the 'student areas'.</p> <p>Not only this, without a specific policy there is no certainty that proposed accommodation PBSA or HMOs will be of an adequate standard to ensure new residents can live in a decent home. There is nonetheless the potential for competition between landlords for student households to push up standards for amenity. Conversely, such a situation may also push prices up for this type of accommodation making it increasing less affordable.</p> <p>Although there is a level of uncertainty that families would move into former HMOs under Option A, without the specific policy approach this is even less likely under Option B. In fact it could have the opposite effect; whereby families and other groups are pushed out of the city centre in order to find appropriate/ decent accommodation which is affordable.</p>	-

								Given the timescales involved it is considered more likely that there will be adverse effects over the medium to long-term; particularly as the student population is forecast to increase over the plan period.	
<b>2. To promote strong secure communities</b>	<b>Option A:</b> Implement Houses in Multiple Occupation (HMO) and Purpose Built Student Accommodation (PBSA) policy based on the current Interim Student Accommodation Policy	✓	✓	✓	Probable	Durham City	Direct Indirect	<p>The main policy intent of this option is to create and preserve sustainable, inclusive and mixed communities and protect residential amenity within Durham City. The policy approach provides several mechanisms by which it seeks to achieve this goal. Principally it does this with robust criteria by which to determine HMO proposals in accordance with the designated Article 4 Direction (i.e. Durham City and Framwellgate Moor, Newton Hall, and Pity Me) as well as PBSA. For instance:</p> <ul style="list-style-type: none"> <li>- HMO proposals will only be permitted where “the design of the building or any extensions would be appropriate in terms of the property itself and the character of the area....they provide acceptable arrangements for bin storage and other shared facilities and consider other amenity uses...”</li> <li>- Any new proposal for PBSA will be required to demonstrate “there is a need for additional student accommodation of this type in this location...the design and layout of the student accommodation and siting of individual uses are appropriate to its location and adjacent neighbouring uses...”</li> </ul> <p>Overall therefore, positive effects on the neighbourhoods across Durham City are considered likely under Option A. Arguably there is potential for significant positive effects over the long-term, but this was considered uncertain due to the forecast increase in student population, the pressure this may place on communities, and the actual long-term effects of the policy.</p> <p>Importantly option A provides a specific policy approach that seeks to address the individual as well as cumulative impacts of HMO proposals (<b>SOC2</b>) and PBSA development on communities across Durham City. This includes the impacts of unimplemented consents as well as new proposals. An understanding of and ability to intervene in terms of adverse cumulative impacts on communities is vital to ensuring that the policy intent is delivered; that is in terms of</p>	<p>SOC1: To clarify policy intent, it is considered that Part A includes text to explain how proposals for change of use from HMO to C3 would be supported. Suggested text: “Changes of use from an HMO to C3 will be supported. Opportunities to enable this will be explored as they arise in order to assist the re-balancing of neighbourhoods”.</p> <p>SOC2: Amend Part A of policy so it is clear that criteria d) to g) all apply e.g. add an 'and' after criterion f).</p>



							<p>real and perceived impacts by the non-student resident population. This includes residential amenity impacts (in relation to the properties and trips made between accommodation and campus/ town centre) as well as impact on essential services (e.g. GP surgeries). Both of which are equally as important when considering the impacts of new development on communities and how new/ existing residents were adapt to one another. By addressing residents' concerns and having a proactive approach to managing the proposed expansion of Durham University and the associated forecasted increase in the city's student population, this option is more likely to help foster cohesive and balanced communities in Durham City.</p> <p>A key desire of non-student residents is for a return of 'family housing' to the city centre. Although the long-term impacts of the policy on the wider housing market are uncertain, there is the potential for it to facilitate the return of HMOs to C3/ family dwelling use. If this is the case, the policy may help to indirectly secure positive effects as owner-occupied properties will be occupied on a more permanent basis (as opposed cyclical turn-over of student tenants) which may help with residents' sense of safety and community engagement. (SOC1).</p> <p>In addition to restricting future HMO applications, it is considered that the provision of further bed spaces in PBSA will assist in enabling students to choose between managed accommodation rather than HMO. It is also noted that Durham University seeks to ensure that the increase in student numbers will be accommodated in PBSA with early delivery of its PBSA to keep ahead of their student growth forecasts to ensure that the conversion of family accommodation into HMOs becomes less attractive to prospective landlords. Even though there is a degree of uncertainty as to whether this will happen, the availability of PBSA is likely take the pressure of the private-rented HMO stock and the associated issues with neighbouring non-student residents. However, a key element to the success of PBSA in terms of addressing residential amenity concerns is the requirement for a management plan. Again there is a degree of uncertainty as to how effective such a mechanism will be in practice, but the implementation of management plans will be controlled through the use of planning conditions or an appropriate legal agreement.</p>	<p>SOC3: Amend the supporting text as follows: "It is considered that the presence of non-student in a HMO will likely may change its character of the property..."</p>
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								The supporting text reflects how the presence of young professionals within HMOs can change the character of the property and impact on amenity. However, it is considered that this is perhaps too strong given the specific lack of evidence ( <b>SOC3</b> ).	
	<b>Option B:</b> Rely on Local Plan policies to manage planning issues associated with the accommodation of Durham City's student population	x	x	x	Probable	Durham City	Direct Indirect Permanent Residual	<p>Local Plan policies provide a mechanism for considering the impact of new development which in theory would help to address some of the concerns expressed by local residents as a result of student accommodation in Durham City (e.g. residential amenity). However, without a specific policy approach to deal with the cumulative impacts of HMO and PBSA applications it is considered that real and perceived adverse impacts on communities will be experienced by the non-student population. This includes residential amenity impacts (in relation to the properties as well as trips made between accommodation and campus/ town centre) as well as impact on essential services (e.g. GP surgeries). Both of which are equally as important when considering the impacts of new development on communities and how new/ existing residents were adapt to one another. By not addressing residents' concerns and not having a proactive approach to managing the proposed expansion of Durham University and the associated forecasted increase in the city's student population, this option is unlikely to help foster cohesive and balanced communities in Durham City. In fact adverse residual effects are considered possible.</p> <p>Without a mechanism to restrict the concentration of HMO applications in specific parts of the city centre, for instance, it is certain that increasing concentrations of HMOs will proliferate; which subsequently will result in an unbalanced mix of housing type/ tenure and existing non-student residents are likely to feel 'pushed out' (indirectly). Given the extent of the current two Article 4 Directions, the concentration of HMO use has been an issue in particular areas of the city centre and Newton Hall/ Pity Me. However, without such a policy approach concentrations of HMO will expand into other areas without restriction (e.g. Elvet and Whinney Hill). This is likely to lead to further tension between student and non-student populations.</p> <p>Importantly in terms of PBSA, Option B does not enable there to be a considered assessment of the 'need' for this specific type of housing/ accommodation or for there to be a dialogue between developers and the relevant education provider to establish this. This is vital if issues associated with student accommodation are to</p>	<b>SOC4: Seek mechanisms for effective partnership working with Durham University with regards student accommodation and maintain an open dialogue on current planning applications for HMOs and PBSA.</b>

								be managed and potential adverse community impacts due to an oversupply are to be avoided. <b>(SOC4)</b> .	
								Given the current levels of sustainable transport use (e.g. walking and cycling) used for trips made by students in Durham City, the lack of a specific policy approach is unlikely to given rise to additional adverse impact on communities in this regard (i.e. there is unlikely to be a rise in private car use). Local Plan policies also seek to ensure new development is appropriately located to encourage sustainable modes of transport.	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	<b>Option A:</b> Implement Houses in Multiple Occupation (HMO) and Purpose Built Student Accommodation (PBSA) policy based on the current Interim Student Accommodation Policy	✓	✓	✓	Probable	Durham City	Direct Indirect Permanent	<p>The requirements of this policy are likely to ensure that good and easy access to educational/ research facilities (associated with Durham University) are maintained. Walking and cycling are also specifically encouraged. By supporting the growth aspirations of Durham University and ensuring that student accommodation within the city meets the needs of its student population, this would also arguably indirectly support the improvement of the quality and quantity of teaching facilities.</p> <p>Although the long-term impacts of the policy on the wider housing market are uncertain, there is the potential for it to facilitate the return of HMOs to C3/ family dwelling use. If this is the case, the policy may help to indirectly secure positive effects by enabling better access to education/ training/ employment (in Durham City and beyond via good public transport links) for young people and the working age population. However, the impact of the policy in terms of restricting HMOs and where new development might be directed to as a result (i.e. pushing HMO development to areas beyond the city centre) could mean that some students need to travel further to access university buildings. Access is still likely to be relatively good considering distances involved and public transport options</p>	
	<b>Option B:</b> Rely on Local Plan policies to manage planning issues associated with the accommodation of Durham City's student population	✓	✓	✓	Possible	Durham City	Direct Permanent	Local Plan policies seek to ensure new development is accessible and promotes sustainable transport. This combined with the fact that development will be focussed in and around Durham city centre, it is likely that good access to educational facilities will be maintained. Although positive effects have been identified in this regard, they are likely to be less significant, less certain and less extensive compared to Option A.	-

<p><b>4. To reduce health inequalities and promote healthy lifestyles</b></p>	<p><b>Option A:</b> Implement Houses in Multiple Occupation (HMO) and Purpose Built Student Accommodation (PBSA) policy based on the current Interim Student Accommodation Policy</p>	<p>✓/x</p>	<p>✓/x</p>	<p>X</p>	<p>Probable</p>	<p>Durham City</p>	<p>Direct Indirect Permanent Residual</p>	<p>Although this policy approach only looks to manage planning issues associated with student accommodation, it is recognised that the student population is forecast to increase significantly over the plan period. The Durham University Estate Masterplan 2017-2027 estimates that the student population of the city will grow to 21,500 by 2027 (i.e. approximately a 23% increase over 10 years). It is considered that such an increase, which does not include an increase in university staff, needs to be taken into account in terms of impacts on essential facilities such as GPs and Durham University hospital. The policy does recognise the detrimental cumulative impacts of HMOs and PBSA but only in terms of residential amenity. Given the current financial constraints on the NHS there is a limit to how far this policy could mitigate potential adverse impacts of increased demand. It is recommended that the policy and or supporting text recognises this point and the impacts on current and future non-student population. <b>(SOC5)</b>. The dialogue and partnership working between the Council and Durham University built into this policy approach should also be utilised to help managed this issue associated with student population growth <b>(SOC6)</b>. This will help to mitigate impacts and as such short and medium-term effects are predicted to depend on implementation despite constraints. Given the forecast increase in local population and financial constraints on NHS facilities, probable adverse and residual adverse effects have been identified over the long-term.</p> <p>Impact on essential health care facilities is considered to be the overriding issue in relation to this objective. It is nonetheless recognised that requirements of this policy ensure that new development (e.g. HMO and PBSA) promote walking and cycling opportunities. This is likely to have a positive impact on residents' physical and mental health and support healthier lifestyles. However, considering that walking is already the predominant mode of travel for students, the increase in benefits may not be significant over the existing baseline<sup>9</sup>.</p> <p>Given the concerns of local non-student residents regarding the detrimental impacts on local amenity of HMOs and PBSA, arguably the policy requirements that seek to address this point and cumulative impacts on residential amenity, could indirectly improve people's physical and mental health.</p>	<p><b>SOC5: Policy and/or supporting text to recognise the cumulative impacts on essential services and facilities such as GPs, not just residential amenity, of increased student population in Durham City.</b></p> <p><b>SOC6: Partnership between DCC and Durham University, along with potential third party stakeholders, to be utilised to consider and help manage likely impacts on essential healthcare services as a result of increased student population.</b></p>
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<sup>9</sup> 70% of students currently walk to university according to the Durham University Sustainable Travel Plan: Durham City and Queen Campus Stockton 2014-2020.

	<b>Option B:</b> Rely on Local Plan policies to manage planning issues associated with the accommodation of Durham City's student population	✓/x	X	XX	Possible	Durham City	Direct Indirect Permanent Residual	<p>Local Plan policies seek to ensure that all development contributes towards sustainable development; and important element of which is locating housing in order to improve access to services/ facilities/ education and promote healthier lifestyles and use of public transport. In this regard there is therefore potential for positive effects against this objective. Given the current level of accessibility of student accommodation to university facilities and services within the city centre as well as the associated high proportion of trips made by walking and cyclin, such positive impacts are unlikely to be significant over the current baseline.</p> <p>As with Option A, the overriding issue with regards to health impacts is the effect of the increased student population on healthcare facilities in the city. As this option does not provide a specific mechanism to manage need of this type accommodation or require a dialogue between applicants and the university, it is considered possible that there will be increasingly adverse effects as the student population rises over the plan period. This is combined with the fact that the NHS is currently experiencing financial constraints with limited opportunities to manage increased demand for its services.</p> <p>Cumulatively it is therefore considered that there is potential for significant adverse effects over the long-term that will result in residual adverse effects.</p>	-
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	<b>Option A:</b> Implement Houses in Multiple Occupation (HMO) and Purpose Built Student Accommodation (PBSA) policy based on the current Interim Student	✓	✓	✓/x	Probable	Durham City	Direct Indirect Permanent	<p>Overall Option A is likely to support and improve upon the current high levels of sustainable transport use amongst the Durham City student population. For instance evidence demonstrates that approximately 70% of students currently walk to university campus buildings (Source: Durham University Sustainable Travel Plan: Durham City and Queen Campus Stockton 2014-2020)<sup>10</sup>. This is due to the policy requirements for development to make provision for cycling and car parking in accordance with current standards (<b>ENV1</b>). Moreover in terms of PBSA, development must be readily accessible to an existing university or college academic site, or hospital and research site (Part B, criterion 1). Given the aspiration to have 50-55% of the total student population accommodated in PBSA by 2027, Option A is also considered to further support sustainable transport use and reduce the need to travel.</p>	<p><b>ENV1: Ensure the policy requires development to be in accordance with the latest version of the Parking and Accessibility Guidelines.</b></p> <p><b>ENV2: Policy and/ or supporting text to recognise the cumulative impacts on</b></p>

<sup>10</sup> <https://www.dur.ac.uk/resources/greenspace/greentravel/STP2014-2020.pdf>

	Accommodation Policy							<p>However, over the long-term predicted positive impacts may be minimised depending on the effects of the policy in terms of HMO proposals. This is because the supporting text indicates that the Council will consider the introduction of further Article 4 Directions where appropriate and removing permitted development rights on new housing outside of the existing Article 4 Direction areas. This could result in pushing students further out of the city centre; and hence increase the need to travel and potentially less sustainable modes of transport. (ENV4) Moreover if HMO properties are returned to family use as a result of the policy, this could cause an increase in residential car use (from current baseline) for short and longer trips despite the options for sustainable transport use (e.g. walking, cycling, bus, and rail).</p> <p>It is also recognised that Durham University's expansion will increase the pressure on existing pedestrian walkways along key routes between accommodation and university buildings. An example of where congestion could increase is on South Road when during peak times the walkway becomes heavily congested with pedestrians and cyclists moving between the university campus and the city centre. It is therefore recommended that the policy recognises the cumulative impacts of student accommodation, particularly PBSA, on transport infrastructure. The University and its partners should also consider measures how the extra students may impact upon walkways and put measures in place to mitigate against adverse effects (e.g. reduction in safety and use by non-student population). If pedestrian walkways are not improved, the added pressure of extra students and staff could potentially create a safety risk particularly where there are existing 'pinch points'. (ENV2 &amp; 3).</p>	<p><b>sustainable transport use/ highways, not just residential amenity, of increased student population in Durham City.</b></p> <p><b>ENV3: Durham University and partners should consider measures to mitigate pressure along key routes to university buildings as a result of new development (e.g. widening walkways, improving junctions or creation of new routes) and ensure university developments remain 'bicycle-friendly'.</b></p> <p><b>ENV4: Durham University and partners to explore the use of a shuttle bus around the university campus and key locations around the city.</b></p>
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	Accommodation (PBSA) policy based on the current Interim Student Accommodation Policy							<p>Although the long-term impacts of the policy on the wider housing market are uncertain, there is the potential for it to facilitate the return of HMOs to C3/ family dwelling use. If this is the case, the policy may help to indirectly secure positive effects as owner-occupied properties may arguably be better maintained than private-rented properties. This could support local regeneration initiatives. This would support the policy requirement that PBSA proposals can must not have a significant adverse effect on the Council's regeneration objectives.</p> <p>However, in parts of the city that already experience a high proportion of HMOs (e.g. the viaduct area over 90% of all properties are considered to be in HMO use), and arguably would benefit from some regeneration/ environmental improvements, Part A of the policy does not seek to resist further HMO proposals as they are unlikely to cause further detrimental harm to the residential amenity of surrounding residents. This may not necessary have negative impacts in its own right, but such an approach may hamper regeneration/ vibrancy of particular areas.</p>	<b>regeneration initiatives and potential environmental improvements.</b>
	<b>Option B:</b> Rely on Local Plan policies to manage planning issues associated with the accommodation of Durham City's student population	?	?	?	Probable	Durham City	Direct Indirect Permanent	<p>Overall impacts are considered to be uncertain for Option B – even more so that Option A. This is because there is no certainty as to how future student accommodation needs will be met and whether they will in fact a) help those on lower incomes or b) support regeneration initiatives.</p> <p>There is arguably the potential for negative adverse impacts if the proliferation of student accommodation has a negative impact on retail, employment, leisure, retail and regeneration initiatives (See objective 7). Such negative impacts could involve the loss/ restrict employment opportunities associated with such uses. Such employment uses are likely to support a high proportion of the working population on lower incomes.</p>	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	<b>Option A:</b> Implement Houses in Multiple Occupation (HMO) and Purpose Built Student Accommodation (PBSA) policy	✓	✓	✓	Probable	Durham City Countywide	Direct Permanent Indirect	<p>The supporting text of this policy recognises the important contribution Durham University makes to the city and county in economic terms (e.g. it is a major employer, purchases of local goods/ services, develops highly-skilled individuals and facilitates business and industrial research). Although this policy only seeks to manage student accommodation in Durham City (e.g. ensure PBSA is based on need, deliverable, appropriate and new HMO proposals require planning permission to determine their appropriateness and impacts), the flexibility and choice it provides in the student accommodation market supports Durham University's aspirations.</p>	-



<p>based on the current Interim Student Accommodation Policy</p>							<p>This and the fact that students greatly contribute to the economic vitality of the city this is therefore likely to have positive effects.</p> <p>With regards to PBSA the policy is also clear that proposals have to demonstrate no significant negative impacts on retail, employment, leisure and tourism or the Council's regeneration objectives (Part B, criterion c). This requirement in combination with the fact that applicants must consult with the relevant education provider pursuant to the identified need for PBSA, is considered to provide important safeguards against potential negative economic impacts of the increasing student population over the plan period.</p> <p>Encouraging students to stay in Durham for employment after graduation is a challenge that needs to be addressed if the potential for significant positive effects are to be realised. It is considered that other policies in the County Durham Plan will help to support this (e.g. those relating to Aykley Heads and employment land allocations) in providing a greater range of employment opportunities in the city and County in order to retain graduates. HMOs can provide accommodation for a wide range of groups including young professionals. And if, as proposed by the Durham University Masterplan, PBSA style accommodation will house 50-55% of the student population by 202, it is possible that the policy will help release some existing HMOs properties that may be attractive/ affordable to recent graduates. Although this specific effect of the policy is uncertain, there is the potential for positive impacts.</p> <p>How this option will affect road traffic congestion was considered, but overall impacts were predicted to be uncertain; particularly in combination with the impact of other housing proposed in/ around the city and infrastructure improvements.</p>	
<p><b>Option B:</b> Rely on Local Plan policies to manage planning issues associated with the accommodation of Durham City's student population</p>	<p>X</p>	<p>X</p>	<p>X</p>	<p>Possible</p>	<p>Durham City Countywide</p>	<p>Permanent Direct Indirect Residual</p>	<p>It is considered there is potential for negative economic impacts as a result of this approach. However, a degree of uncertainty remains. This for several reasons:</p> <p>Unlike Option A, this approach does not enable an open dialogue with Durham University with regards their future aspirations, student accommodation needs and how these can be effectively met to enable the proposed growth. Not only does this approach not provide the flexibility in the housing market for this type of accommodation, but it also does not require applicants to demonstrate need for PBSA proposals. It is therefore considered</p>	

							<p>that there is potential for adverse impacts given the contribution that Durham University makes to the city and the County.</p> <p>If the need for PBSA accommodation does not have to be demonstrated and there is unrestricted growth in HMO properties in the city, Option B could also have an adverse impact upon retail, employment, leisure, tourism and potentially the Council's regeneration objectives. This is likely to have adverse effects on the city and County's economy overall.</p> <p>Although the County Durham Plan has policies to ensure an adequate supply of affordable housing to meet market needs, there is uncertainty as to whether this approach alone would provide the necessary types of accommodation in the city for recent graduate compared to Option A. Lack of suitable/ affordable accommodation in the city, despite potential employment opportunities, is likely to discourage graduates to stay and live/ work in the County.</p> <p>How this option will affect road traffic congestion was considered, but overall impacts were predicted to be uncertain; particularly in combination with the impact of other housing proposed in/ around the city and infrastructure improvements.</p>	
<b>8. To reduce the causes of climate change</b>	<b>Option A:</b> Implement Houses in Multiple Occupation (HMO) and Purpose Built Student Accommodation (PBSA) policy based on the current Interim Student Accommodation Policy	✓/✗	✓/✗	✓/✗	Probable	Durham City	<p>Permanent Direct Indirect</p> <p>This option only looks to manage planning issues associated with student accommodation, however, it is recognised that the student population is forecast to increase significantly over the plan period; which will result in an increase in the City's carbon emissions overall Irrespective of plan requirements. This could arguably said to have adverse effects on this objective.</p> <p>However, overall impacts are considered to depend on implementation. The fact that new PBSA proposals are required to be of high internal design standards and will be subject to more stringent energy efficiency standards than existing built development (e.g. private-rented HMOs) due to improvements in building regulations, the policy is likely to have positive effects by delivering more energy efficiency homes, with the potential for incorporating renewable energy technologies. The extent to which this is achieved and how PBSA 'as built' energy performance compares to alternative student accommodation options will depend on implementation. If the policy facilitates conversion of HMOs to C3 use/ family homes, there is potential that properties will be better maintained and investment made (e.g. in insulation, efficient heating and low carbon technologies).</p>	-

								Given the requirements for student accommodation to be accessible to services/ facilities and sustainable transport options encouraged, there is the potential for transport-related emissions to be minimised. However, the impact of the policy in terms of restricting HMOs and where new development might be directed to as a result (i.e. pushing HMO development to areas beyond the city centre) could change traffic flows and require students to travel further. This may or may not be by car, depending on levels of car ownership. Effect on transport-related emissions is therefore uncertain in this regard.	
	<b>Option B:</b> Rely on Local Plan policies to manage planning issues associated with the accommodation of Durham City's student population	?	?	?	-	-	-	Local Plan policies are in place to ensure all new development promotes sustainable design (including energy efficiency and use of low carbon technologies) as well as sustainable transport by making them accessible. However, in this case there is a lack of certainty as to specific impacts on carbon emissions in relation to this issue.	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	<b>Option A:</b> Implement Houses in Multiple Occupation (HMO) and Purpose Built Student Accommodation (PBSA) policy based on the current Interim Student Accommodation Policy	✓/x	✓/x	✓/x	Probable	Durham City	Permanent Direct Indirect	Impacts on the adaptation to the inevitable impacts of climate change are likely to depend on implementation. New PBSA has the opportunity to build in adaptations to extremes of temperature and wind and should avoid flood risk areas or exacerbating flood risk in surrounding areas. It is also possible for them to build in Green Infrastructure to provide shading, water absorption and biodiversity benefits. If by restricting HMO applications within the city results in the policy bringing HMO dwellings back into private use, indirectly it could encourage more investment in adaptation measures on homes.	-
	<b>Option B:</b> Rely on Local Plan policies to manage planning issues associated with the accommodation	✓/x	✓/x	✓/x	Probable	Durham City	Permanent Direct Indirect	Similar commentary to above. Local Plan policies do require new development to be adaptable to changing environmental conditions as well as minimise flood risk to/ from development; and so there is the potential for these to safeguard against adverse impacts. However, impacts against this objective will depend on implementation and the specifics of student accommodation proposals that come forward. In some cases, impacts may be minor.	-

	of Durham City's student population							Larger-scale schemes such as PBSA do nonetheless provide opportunities for improvements and could secure positive effects (e.g. minimise flood risk, incorporate green infrastructure, architecture to minimise temperature extremes, etc.)	
<b>10. To protect and enhance biodiversity and geodiversity</b>	<b>Option A:</b> Implement Houses in Multiple Occupation (HMO) and Purpose Built Student Accommodation (PBSA) policy based on the current Interim Student Accommodation Policy	✓/x	✓/x	✓/x	Probable	Durham City	Permanent Direct Indirect	<p>Overall impacts on biodiversity and geodiversity will depend on implementation (e.g. on specific location, scale, design of development). Due to the nature of HMO applications, it is considered unlikely that development associated with Part A of the policy will have minor impacts, if any. It is recognised that bringing HMO properties back into private ownership could encourage more investment in gardens, which could provide benefits to local wildlife. It is nonetheless considered that the cumulative impacts on biodiversity of increased student population which the policy seeks to manage should be taken into account (e.g. recreational pressure, disturbance, loss/ fragmentation of habitats, etc). (<b>ENV5</b>).</p> <p>Part B of the policy which relates to PBSA has the potential to have greater negative and positive impacts on biodiversity due to the potential scale of new development involved. Without specific allocations the potential for impact on local biodiversity and geodiversity designated sites (e.g. River Wear Gorge LGS; Houghall, Maiden Castle and Little Woods LWS; Pelaw Wood LWS; Flass Vale LNR; Bluids Wood LWS) and protected species (e.g. Pipistrelle Bats, Badgers, Great Crested Newts, Atlantic Salmon) is, however, uncertain. The policy requires the design, layout and siting of PBSA to be appropriate to its location in relation to adjacent neighbouring uses (e.g. amenity concerns). However, it is recommended that the policy should be amended to mitigate potential adverse impacts on biodiversity/ geodiversity (<b>ENV6 &amp; 7</b>). If appropriate, other Local Plan policies will provide detail as to how schemes can bring about improvements and even 'net gains'.</p>	<p><b>ENV5: Policy and/ or supporting text to recognise the cumulative impacts on biodiversity and geodiversity, not just residential amenity, of increased student population in Durham City.</b></p> <p><b>ENV6: Policy to recognise the potential for impacts on local biodiversity and geodiversity by requiring PBSA to be appropriate to its location. Amend policy (Part B criterion 2): "overall development are appropriate to its location <u>and</u> in relation to adjacent neighbouring uses".</b></p> <p><b>ENV7: An open and constructive dialogue between key partners (e.g. Durham University and Durham</b></p>

									<b>County Council will be a key to ensure the effectiveness of this policy and securing positive effects.</b>
	<b>Option B:</b> Rely on Local Plan policies to manage planning issues associated with the accommodation of Durham City's student population	✓/x	✓/x	x	Possible	Durham City	Permanent Direct Indirect	<p>Local Plan policies on biodiversity/ geodiversity require all new development to avoid or minimise adverse impacts through mitigation as well as seek improvements (in pursuit of net gains). However, given that development impacts on biodiversity and geodiversity of future student accommodation (e.g. HMO or PBSA) in Durham City will depend on implementation (e.g. on specific location, scale, design of development, etc), the potential for positive and negative effects have been predicted. Ultimately impacts will depend on specific development proposals.</p> <p>Although mitigation to improve the stance on potential impacts and cumulative impacts under Option A have been recommended, it is recognised that having a specific policy in order to manage planning issues associated with student accommodation proposals in Durham City will provide an important mechanism to address any potential issues and maintain an open dialogue between key stakeholders/ partners. Option B is unlikely to help facilitate this and as such the potential for adverse impacts over the long-term have been identified.</p>	-
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	<b>Option A:</b> Implement Houses in Multiple Occupation (HMO) and Purpose Built Student Accommodation (PBSA) policy based on the current Interim Student Accommodation Policy	✓/x	✓/x	✓/x	Probable	Durham City	Permanent Direct Indirect	<p>Overall it is considered that impacts will depend on implementation.</p> <p>The policy not only requires the design of development associated with any new HMO applications to be appropriate in terms of the property itself the character of the area (Part A, criterion f), but also that PBSA schemes are appropriate to their location (Part B, criterion 2). This is likely to ensure that there are positive or neutral impacts on landscape and townscape depending on specific locations. However, it is considered that such requirements have been included primarily to address identified residential amenity issues (see Objective 2). Given the sensitivity of the likely locations for any development associated with this policy in landscape and townscape terms, it is recommended that the policy and/ or supporting text is amended to make it more robust to cover other potential locational impacts and to ensure overall positive effects are secured (ENVX). There is also concern that the policy only seeks to</p>	<p><b>ENV5: Policy and/ or supporting text to recognise the cumulative impacts on landscape and townscape, not just residential amenity, of increased student population in Durham City.</b></p> <p><b>ENV6: Policy to recognise the potential for</b></p>

							<p>consider the cumulative impacts of development in terms of residential amenity. Again it is recommended that the policy is made more robust by reflecting the potential cumulative impacts on the city's townscape/ landscape such development could have. (ENVX)</p> <p>Although the long-term impacts of the policy on the wider housing market are uncertain, there is the potential for it to facilitate the return of HMOs to C3/ family dwelling use. If this is the case, the policy may help to indirectly secure positive effects as owner-occupied properties may arguably be better maintained than private-rented properties.</p>	<p><b>impacts on local townscape and landscape by requiring PBSA to be appropriate to its location.</b></p> <p><b>Amend policy (Part B criterion 2): “overall development are appropriate to its location <u>and</u> in relation to adjacent neighbouring uses”.</b></p> <p><b>ENV7: An open and constructive dialogue between key partners (e.g. Durham University and Durham County Council) will be a key to ensure the effectiveness of this policy and securing positive effects.</b></p>
<p><b>Option B:</b> Rely on Local Plan policies to manage planning issues associated with the accommodation of Durham City's student population</p>	✓/x	✓/x	X	Possible	Durham City	Permanent Direct Indirect	<p>Local Plan policies that cover design in the built environment, landscape and the historic environment will provide the necessary requirements to ensure all new development, as a minimum, will either avoid or minimise adverse impacts on local townscape and landscape with specific mitigation. A proactive approach to enhancement is also likely to be encouraged and so there is the potential for development to make a positive contribution. Given the landscape and townscape sensitivity of the likely locations of new development associated with student accommodation (i.e. Durham City), all development will have to be of high-quality design. As such, overall the potential for both positive and negative townscape/</p>	-

							<p>landscape impacts have been identified as ultimately impact will depend on specific development proposals.</p> <p>Although mitigation to improve the stance on potential impacts and cumulative impacts under Option A have been recommended, it is recognised that having a specific policy in order to manage planning issues associated with student accommodation proposals in Durham City will provide an important mechanism to address any potential issues and maintain an open dialogue between key stakeholders/ partners. Option B is unlikely to help facilitate this and as such the potential for adverse impacts over the long-term have been identified.</p>	
<p><b>12. To protect and enhance cultural heritage and the historic environment</b></p>	<p><b>Option A:</b> Implement Houses in Multiple Occupation (HMO) and Purpose Built Student Accommodation (PBSA) policy based on the current Interim Student Accommodation Policy</p>		✓/x	✓/x	Probable	Durham City	<p>Permanent Direct Indirect</p> <p>Overall it is considered that impacts will depend on implementation.</p> <p>The policy not only requires the design of development associated with any new HMO applications to be appropriate in terms of the property itself the character of the area (Part A, criterion f), but also that PBSA schemes are appropriate to their location (Part B, criterion 2). This is likely to ensure that there are positive or neutral impacts on the historic environment depending on specific locations.</p> <p>Although the long-term impacts of the policy on the wider housing market are uncertain, there is the potential for it to facilitate the return of HMOs to C3/ family dwelling use. If this is the case, the policy may help to indirectly secure positive effects as owner-occupied properties may arguably be better maintained than private-rented properties.</p> <p>However, it is considered that such requirements have been included primarily to address identified residential amenity issues (see Objective 2). Given the sensitivity of the likely locations for any development associated with this policy in historic environment terms (e.g. WHS, Conservation Area, designated and non-designated assets), it is recommended that the policy and/ or supporting text is amended to make it more robust to cover other potential locational impacts and to ensure overall positive effects are secured (ENVX). As amenity issues have been drawn out despite there being a separate Local Plan policy on such issues, it is also considered appropriate that the policy recognises the uniqueness and high-quality of Durham City's historic environment and seeks to conserve and enhance it (ENVX). There is also concern that the policy only seeks to consider the cumulative impacts of development in terms of residential amenity. Again it is recommended that the</p>	<p><b>ENV5: Policy and/ or supporting text to recognise the cumulative impacts on the historic environment, not just residential amenity, of increased student population in Durham City.</b></p> <p><b>ENV6: Policy to recognise the potential for impacts on the historic environment by requiring PBSA to be appropriate to its location. Amend policy (Part B criterion 2): "overall development are appropriate to its location <u>and</u> in relation to adjacent</b></p>

								policy is made more robust by reflecting the potential cumulative impacts on the city's unique historic environment such development could have. (ENVX).	<p><b>neighbouring uses”.</b></p> <p><b>ENV7: An open and constructive dialogue between key partners (e.g. Durham University and Durham County Council) will be a key to ensure the effectiveness of this policy and securing positive effects.</b></p> <p><b>ENV8: Amend policy: “...with particular heritage value. <u>All development will also be expected to sustain the significance of heritage assets and their settings as well as seek opportunities to better reveal it”.</u></b></p>
	<b>Option B:</b> Rely on Local Plan policies to manage planning issues associated with the accommodation of Durham City's	✓/x	✓/x	x	Possible	Durham City	Permanent Direct Indirect	Local Plan policies that cover design in the built environment, landscape and the historic environment will provide the necessary requirements to ensure all new development, as a minimum, will either avoid or minimise adverse impacts on the Durham City's historic environment with specific mitigation. A proactive approach to enhancement is also likely to be encouraged and so there is the potential for development to make a positive contribution. However, given the sensitivity of Durham City (e.g. WHS, Conservation Area, designated and non-designated assets), all development will have	-



	student population							to be of high-quality design. As such, overall the potential for both positive and negative historic environment impacts have been identified as ultimately impact will depend on specific development proposals.  Although mitigation to improve the stance on potential impacts and cumulative impacts under Option A have been recommended, it is recognised that having a specific policy in order to manage planning issues associated with student accommodation proposals in Durham City will provide an important mechanism to address any potential issues and maintain an open dialogue between key stakeholders/ partners. Option B is unlikely to help facilitate this and as such the potential for adverse impacts over the long-term have been identified.	
<b>13. To protect and improve air, water and soil resources</b>	<b>Option A:</b> Implement Houses in Multiple Occupation (HMO) and Purpose Built Student Accommodation (PBSA) policy based on the current Interim Student Accommodation Policy	✓/✗	✓/✗	✓/✗	Probable	Durham City	Indirect Permanent	<u>Air:</u> There is potential for new PBSA to encourage students to take sustainable transport options due requirements (e.g. accessibility standards, cycle parking facilities) and proximity to public transport options. However, the impact of the policy in terms of restricting HMOs and where new development might be directed to as a result (i.e. pushing HMO development to areas beyond the city centre) could change traffic flows and require students to travel further. This may or may not be by car, depending on levels of car ownership. Overall impacts on air quality are considered to depend on implementation. It is nonetheless recognised that impacts could be significant depending on how they affect the designated AQMA.  <u>Water Quality:</u> This option only looks to manage planning issues associated with student accommodation, however, it is recognised that the student population is forecast to increase significantly over the plan period; which will result in an increase in water consumption and put pressure on waste water infrastructure (along with other proposed housing development in/around the city). This could arguably said to have adverse effects if improvements are not phased accordingly.  <u>Soil:</u> Minor impacts if any. PBSA development could result in re-development of PDL sites depending on location.	-
	<b>Option B:</b> Rely on Local Plan policies to manage planning issues associated with the	?	?	?	-	-	-	Local Plan policies are in place to help promote sustainable transport, ensure the appropriate infrastructure is in place to serve new development, and encourage the use of brownfield sites in advance of greenfield sites. However, overall there is a lack of certainty as to specific impacts on air, water and soil resources in relation to this issue.	-

	accommodation of Durham City's student population								
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	<b>Option A:</b> Implement Houses in Multiple Occupation (HMO) and Purpose Built Student Accommodation (PBSA) policy based on the current Interim Student Accommodation Policy	✓/x	✓/x	✓/x	Probable	Durham City	Direct Indirect Permanent	<p>This option only looks to manage planning issues associated with student accommodation, however, it is recognised that the student population is forecast to increase significantly over the plan period; which will result in an increase in waste arisings overall Irrespective of plan requirements. This could arguably said to have adverse effects on this objective.</p> <p>Nonetheless Option A has the potential to secure some positive effects as it requires the re-use of listed buildings, heritage assets and other buildings with particular heritage value (where appropriate) as a means of providing student accommodation. The policy also recognises that HMOs and PBSA development has associated waste management issues, but this is from a residential amenity perspective. It is therefore recommended that the supporting text recognises the student population is set to increase over the plan period and that PBSA development in particular (i.e. some will be owned/ managed by Durham University as well as having Management Plans) have an important role to play and that efforts should be made to encourage waste minimisation/ recycling (ENVX).</p> <p>Overall impacts are considered to depend on implementation reflecting specific details of proposals that come forward. This is also because despite the requirement to provide an appropriate outline management plan prior to occupation, there is also some uncertainty as to the likely effectiveness of PBSA Management Plans and their ability to encourage waste recycling of residents.</p>	<b>ENV9: Supporting text to recognise role PBSA development and Durham University could have on encouraging waste recycling of residents.</b>
	<b>Option B:</b> Rely on Local Plan policies to manage planning issues associated with the accommodation of Durham City's student population	✓/x	✓/x	✓/x	Probable	Durham City	Direct Permanent Residual	<p>This option also only looks to manage planning issues associated with student accommodation, however, it is recognised that the student population is forecast to increase significantly over the plan period; which will result in an increase in waste arisings overall Irrespective of plan requirements. This could arguably said to have adverse effects on this objective.</p> <p>Nonetheless Local Plan policies seek to ensure waste is managed in accordance with the Waste Hierarchy during construction and operation (e.g. reduce, re-use, recycle, recover, disposal) as well as encourage the sustainable use of materials in construction; including re-use of buildings.</p>	-

									Despite this impacts are considered to depend on implementation overall reflecting specific details of proposals that come forward.	
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment.</b>	<b>Option A:</b> Implement Houses in Multiple Occupation (HMO) and Purpose Built Student Accommodation (PBSA) policy based on the current Interim Student Accommodation Policy	0	0	0	-	-	-		No significant link.	-
	<b>Option B:</b> Rely on Local Plan policies to manage planning issues associated with the accommodation of Durham City's student population	0	0	0	-	-	-		No significant link.	-

**Policy 17: Sites for Travellers**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 18: Children's Homes**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 19: Type and Mix of Housing**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 20: Green Belt**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 21: Non-Strategic Green Belt Amendments**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 22: Delivering Sustainable Transport**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 23: Durham City Sustainable Transport**

SA/SEA Object. Number	Options Assessed	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
		S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	<b>A:</b> Maintain business as usual conditions	<b>0</b>	<b>x</b>	<b>x</b>	Medium term effects are possible. Longer term effects are probable	Durham City, surrounding villages and potentially further afield	Direct  Potential for permanent effects	Evidence suggests that Durham City's road network currently experiences a number of problems which restrict its ability to operate efficiently and reliably. Strategic routes such as the A167, A691 and A690 which provide north/south and east/west connectivity are particularly affected by lengthy journey times and low average speeds. <sup>11</sup> Evidence also suggests that the Durham City road network is not equipped to adequately handle 'business	<b>N/A</b> – This is a residual effect.

<sup>11</sup> Jacobs (2018) Durham Local Plan: Traffic Impact Durham County Council

								<p>as usual' i.e. growth without any transport mitigation measures, over the next 20 years (Jacobs 2018). Business as usual growth in these terms relates to traffic generated as a result of meeting the Office for National Statistics' projections for numbers of households in each local authority area which the Government regards as the minimum local housing need figure.<sup>12</sup> Maintaining the business as usual approach could therefore hamper efforts to meet local housing need as increasingly congested routes into and through Durham City and an unreliable road network can in turn impact upon the marketability of areas and discourage housing development, including the delivery of affordable housing. Effects on housing delivery may extend beyond Durham City given the role the City plays in serving other settlements within County Durham as a key employment centre. No effects are predicted in the short term due to the</p>
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<sup>12</sup> DCLG (2017) Planning for the Right Homes in the Right Places

							numbers of existing housing commitments.		
	<b>B:</b> Implement sustainable travel measures outlined in the Durham City Sustainable Transport Delivery Plan, reallocate space to sustainable modes on Milburngate Bridge and provide a Northern Relief Road	<b>0</b>	✓	×	Probable mid term effects and possible long term effects	Durham City, surrounding villages and potentially further afield	Direct  Potential for permanent effects	The implementation of sustainable travel measures will reduce private car journeys through the centre of the City and the NRR will contribute towards removing through traffic which does not have a City centre destination. Evidence suggests (Jacobs 2018) that the measures result in a reduction in traffic on key strategic corridors and junctions within the City which contributes towards improving overall performance, thereby helping to enable the delivery of future housing growth to meet local housing needs. However, this measure in isolation will not sufficiently address highways constraints to the West of the City which may hamper the delivery of housing growth to meet local needs in this part of the City and within settlements located along western approaches to the City. The potential for longer term negative effects are therefore predicted.	<b>N/A</b> – This is a residual effect.

	<b>B(i):</b> As for option B but the alignment of the NRR utilises the Belmont Viaduct	0	0	0	-	-	-	No clear link – whilst alternative alignments will have different visual impacts which may influence to a greater or lesser extent locational preferences within the City, the ability to meet housing needs will not be affected.	-
	<b>B(ii):</b> As for option B but the alignment of the NRR requires a new crossing of the River Wear	0	0	0	-	-	-	As for option B(i)	-
	<b>B(iii):</b> As for option B but with an ECML over-bridge	0	0	0	-	-	-	As for option B(i)	-
	<b>B(iv):</b> As for option B but with an ECML underpass	0	0	0	-	-	-	As for option B(i)	-
	<b>C:</b> Introduce a Western Relief Road	0	✓	✗	Probable mid term effects and possible long term effects	Durham City, surrounding villages and potentially further afield	Direct Potential for permanent effects	The A167 has been shown though transport modelling to be one of the most congested and constrained key corridors through the City. Evidence suggests (Jacobs 2018) that the implementation of a WRR would shift strategic traffic from the A167 resulting in	<b>N/A</b> – This is a residual effect.

								less congestion, providing more reliable and resilient routes for north/south journeys to or through Durham City. This would thereby help to enable the delivery of future housing growth in locations and settlements to the west of the City. However, the direct impacts of the WRR on removal of traffic through the centre of Durham is less pronounced and therefore the potential for longer term negative effects as a result of implementing this option in isolation on meeting housing need are predicted.	
	D: Implement options B and C	0	✓	✓	Probable	Durham City, surrounding villages and potentially further afield	Direct. Potential for permanent effects	Greater benefits to road network performance and reliability are achieved as a result of introducing both sustainable travel measures, a NRR and a WRR. Consequently, this option better supports the delivery of future housing in order to meet projected needs.	-
<b>2. To promote strong secure communities</b>	A: Maintain business as usual conditions	×	×	×	Short and mid term effects are probable. Long term effects are possible	Durham City	Direct and residual. Potential for permanent effects	A constrained and increasingly poorly performing and congested highways network will exacerbate existing adverse impacts on communities within Durham City. Increasing levels of congestion can increase the risk of road traffic accidents,	<b>N/A</b> – This is a residual effect.





								City and associated impacts to communities will still persist to the West of the City as a result of implementing this option in isolation. In addition, the re-routing effects of the NRR could increase levels of traffic growth to areas such as Brasside and Framwellgate Moor. In the event that more detailed proposals are forthcoming for the NRR, further localised traffic assessments may be required to determine the need for traffic calming and/or adequacy of pedestrian crossing points in these receiving areas.	
	<b>B(i):</b> As for option B but the alignment of the NRR utilises the Belmont Viaduct	0	0	0	-	-	-	No clear link – the type of river crossing used is unlikely to impact on the overall traffic re-routing effects of the road as in all scenarios the route would continue to connect with the Red House roundabout.	-
	<b>B(ii):</b> As for option B but the alignment of the NRR requires a new crossing of the River Wear	0	0	0	-	-	-	As for option B(i)	-

<p><b>B(iii):</b> As for option B but with an ECML over-bridge</p>	<p>0</p>	<p>×</p>	<p>×</p>	<p>Probable</p>	<p>Durham City</p>	<p>Direct. Potential for permanent effects</p>	<p>Whilst this option would increase the distance between the new road and residential areas, the bridge would entail the development of a moderate to high embankment over the ECML and its elevated position is more likely to contribute towards increasing the adverse effects of traffic on communities, including via noise.</p>	<p><b>SOC1(iii):</b> Ensure the design of the road minimises noise to within acceptable levels (a noise assessment of the detailed proposals will be required)</p>
<p><b>B(iv):</b> As for option B but with an ECML underpass</p>	<p>0</p>	<p>✓</p>	<p>✓</p>	<p>Probable</p>	<p>Durham City</p>	<p>Direct. Potential for permanent effects</p>	<p>Whilst this option would decrease the distance between the new road and residential areas, the underpass would require creating a cutting for the road which is more likely to reduce the adverse effects of traffic on communities, including via noise.</p>	
<p><b>C:</b> Introduce a Western Relief Road</p>	<p>×</p>	<p>✓/×</p>	<p>✓/×</p>	<p>Possible</p>	<p>Durham City</p>	<p>Direct. Potential for permanent effects</p>	<p>Short term effects predicted are as for option A as it is not considered that a WRR would be implemented within the next 5 years. In the mid to longer term, evidence suggests (Jacobs 2018) that the implementation of a WRR would shift strategic traffic from the A167 resulting in less congestion along this route and at key junctions such as Neville's Cross. This option is therefore likely to reduce the adverse effects of existing</p>	<p><b>SOC2:</b> In the event that more detailed proposals are forthcoming for the WRR, further localised traffic assessments may be required to determine the need for traffic calming and/or adequacy of pedestrian crossing points in areas which may be adversely affected by traffic as a result of re-routing effects.</p>

								and further traffic growth and its associated knock on effects to communities within areas of the City such as Crossgate Moor, Neville's Cross, Lowe's Barn and Merryoaks. However, the direct impacts of the WRR on removal of traffic through the centre of Durham and to associated communities is less pronounced than the NRR and therefore the adverse impacts of existing and growing traffic in this area of the City are unlikely to be addressed as a result of implementing the WRR in isolation. In addition, the re-routing of traffic onto the WRR could increase levels of traffic growth to communities in the Broom Lane area. In the event that more detailed proposals are forthcoming for the WRR, further localised traffic assessments may be required to determine the need for traffic calming and/or adequacy of pedestrian crossing points in these receiving areas.	
	D: Implement options B and C	✓	✓/x	✓/x	Possible	Durham City	Direct. Potential for permanent effects	Greater benefits to road network performance, congestion relief and space for walking/cycling are achieved as a result of introducing both sustainable	<b>As for SOC1, SOC1 (iii) and 2</b>

								travel measures, a NRR and a WRR than in isolation. The existing and future adverse impacts of traffic on communities both along routes in the centre and to the West of the City will benefit. However, measures may need to be introduced to alleviate traffic growth to areas as a result of the re-routing effects of the roads.	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	<b>A:</b> Maintain business as usual conditions	x	x	x	Possible	Durham City	Direct  Potential for permanent effects	A constrained and increasingly poorly performing and congested highways network under business as usual conditions will not support the objective of improving access to education or training opportunities within Durham City and may restrict any future University or other education/ training provider's expansion plans. Existing levels of walking and cycling activity to schools may decline in response to increasing congestion and safety concerns which would only serve to further exacerbate existing traffic levels generated for the	<b>N/A</b> – This is a residual effect

								'school run.' Negative effects are therefore predicted.	
	<b>B:</b> Implement sustainable travel measures outlined in the Durham City Sustainable Transport Delivery Plan, reallocate space to sustainable modes on Milburngate Bridge and provide a Northern Relief Road	✓	✓	✓	Probable	Durham City	Direct  Potential for permanent effects.	The implementation of measures identified within the Durham City Sustainable Transport Delivery Plan for the University to the City Centre corridor will contribute towards improving access to education and training opportunities in particular. This area includes the University 'hill' colleges and is also home to significant parts of the University's teaching and research facilities. Measures identified such as a footpath widening, traffic calming and junction remodelling to prioritise walkers and cyclists will help to aid safe access to education for residents who predominantly do not have access to a car. Currently, in this part of the City, pedestrian flows often exceed the capacity of footways, which in places are unable to cope with pedestrian numbers safely. <sup>13</sup> In addition to these measures and others, the implementation of a NRR will remove through traffic from	-

<sup>13</sup> Systra (2017) Durham City Sustainable Transport Delivery Plan 2018-2035 Durham County Council

								the City Centre which does not have a City centre destination, thereby reducing congestion levels and improving ease of access to other education and training opportunities within the City.	
	<b>B(i):</b> As for option B but the alignment of the NRR utilises the Belmont Viaduct	0	0	0	-	-	-	No clear link – the variations to the alignment of the NRR will not impact on access to or quality of education, training or life-long learning opportunities.	-
	<b>B(ii):</b> As for option B but the alignment of the NRR requires a new crossing of the River Wear	0	0	0	-	-	-	As for option B(i)	-
	<b>B(iii):</b> As for option B but with an ECML over-bridge	0	0	0	-	-	-	As for option B(i)	-

	<b>B(iv):</b> As for option B but with an ECML underpass	0	0	0	-	-	-	As for option B(i)	-
	<b>C:</b> Introduce a Western Relief Road	x	✓	✓	Probable	Durham City	Direct. Potential for permanent effects	Short term effects predicted are as for option A as it is not considered that a WRR would be implemented within the next 5 years. In the mid and longer term the implementation of a WRR will reduce levels of congestion along the A167 and at key junctions, thereby improving ease of access to Durham Johnston School and other education/training opportunities along this route.	-
	<b>D:</b> Implement options B and C	✓	✓	✓	Probable	Durham City	Direct. Potential for permanent effects	Greater benefits to road network performance, congestion relief and space for walking/cycling are achieved as a result of introducing both sustainable travel measures, a NRR and a WRR than in isolation. This option therefore better supports ease of access to existing education and training providers and the future expansion of such within the City	-
<b>4. To reduce health</b>	<b>A:</b> Maintain business as usual conditions	x	x	x	Possible	Durham City	Direct	A constrained and increasingly poorly	<b>SOC3:</b> This is a residual effect



<p><b>inequalities and promote healthy lifestyles</b></p>							<p>Potential for permanent effects</p>	<p>performing and congested highways network may impact on levels of active travel and could increase road traffic accidents and associated fatalities and long term health conditions.</p>	
	<p><b>B:</b> Implement sustainable travel measures outlined in the Durham City Sustainable Transport Delivery Plan, reallocate space to sustainable modes on Milburngate Bridge and provide a Northern Relief Road</p>	<p>✓</p>	<p>✓/x</p>	<p>✓/x</p>	<p>Possible</p>	<p>Durham City</p>	<p>Direct  Potential for permanent effects.</p>	<p>The implementation of the sustainable travel measures outlined within the DCSTDP which can be delivered in the City in the short term will help to support a shift to sustainable modes, including active travel modes such as walking and cycling.</p> <p>The implementation of a NRR however, could have negative effects on health and wellbeing as a result of noise and potential impacts on recreational amenity and activity to users of Kepier/Frankland wood and the Weardale Way.</p>	<p><b>SOC4:</b> Ensure the design of the road minimises noise to within acceptable levels (a noise assessment of the detailed proposals will be required) and minimises impact to existing recreational amenity.</p>
	<p><b>B(i):</b> As for option B but the alignment of the NRR utilises the Belmont Viaduct</p>	<p>0</p>	<p>✓/x</p>	<p>✓/x</p>	<p>Possible</p>	<p>Durham City</p>	<p>Direct  Potential for permanent effects.</p>	<p>An alignment which utilises the existing viaduct is likely to minimise any adverse impacts to the existing recreational amenity of Kepier/Frankland wood. However, this alignment would also bring the road in</p>	<p><b>As for SOC4</b></p>

							closer proximity to properties situated close to the disused railway line which may be adversely impacted by noise levels.	
<b>B(ii):</b> As for option B but the alignment of the NRR requires a new crossing of the River Wear	0	✓/✗	✓/✗	Possible	Durham City	Direct  Potential for permanent effects.	A new crossing of the river wear is likely to have greater impacts on the existing recreational amenity of Kepier/Frankland wood. However, the alignment would affect less properties in respect of proximity and potential noise issues.	<b>As for SOC4</b>
<b>B(iii):</b> As for option B but with an ECML over-bridge	0	✗	✗	Probable	Durham City	Direct  Potential for permanent effects.	Whilst this option would increase the distance between the new road and residential areas, the bridge would entail the development of a moderate to high embankment over the ECML and its elevated position is more likely to contribute towards increasing the adverse effects of traffic on communities, including via noise.	<b>As for SOC4</b>
<b>B(iv):</b> As for option B but with an ECML underpass	0	✓	✓	Probable	Durham City	Direct  Potential for permanent effects.	Whilst this option would decrease the distance between the new road and residential areas, the underpass would require creating a cutting for the road which is more likely to reduce the adverse effects of traffic on communities, including via noise.	-

	C: Introduce a Western Relief Road	x	✓/x	✓/x	Possible	Durham City	Direct. Potential for permanent effects	Short term effects are as for Option A. In the mid and longer term, the implementation of a WRR could have both positive and negative effects on health. The road will shift strategic traffic from the A167 resulting in less congestion, thereby potentially supporting an increase in active travel along the A167 and minimising risk of road traffic accidents. However, the WRR will increase noise levels and is likely to impact on the existing recreational amenity of users of the Lanchester Valley Railway path, Pilgrim's Way/Club Lane and the footpath network between the road corridor and the western edge of the City. This could potentially result in a decline in recreational activity and associated benefits to health and wellbeing.	<b>As for SOC4</b>
	D: Implement options B and C	✓	✓/x	✓/x	Possible	Durham City	Direct. Potential for permanent effects	Both options operating together will deliver the greater benefits in respect of reducing traffic flows and queuing at key junctions. Less congestion could support a shift to active travel and could minimise risk of road accidents. However, the roads in	<b>As for SOC3 and 4</b>

								<p>themselves will also increase noise which can adversely impact on health and wellbeing and could impinge on existing recreational amenity and activity.</p> <p>In respect of the NRR and impacts on recreational amenity, these are likely to be greater if a new River Wear crossing alignment is selected. However, in respect of adverse impacts to health and wellbeing as result of nowise this could be greater in the event that the existing viaduct alignment in addition to an ECML over-bridge option are selected.</p>	
<p><b>5. To reduce the need to travel and promote use of sustainable transport options</b></p>	<p><b>A:</b> Maintain business as usual conditions</p>	×	×	×	Possible	Durham City	<p>Direct</p> <p>Potential for permanent effects.</p>	<p>A constrained and increasingly poorly performing and congested highways network is likely to hinder easy access to jobs, services and facilities and increasing levels of traffic can reduce levels of walking and cycling where there is an actual or perceived safety risk. Increased congestion and longer journey times can also adversely impact on the reliability and efficiency of the bus network. Whilst increasing levels of</p>	<p><b>N/A – this is a residual effect.</b></p>

							<p>congestion can also increase use of sustainable modes many empirical studies show that trip timing is the most preferred and used option to counteract congestion. Route change is second best with mode choice switches only seldom being considered as a solution<sup>14</sup></p> <p>The potential for negative effects is therefore predicted.</p>	
	<p><b>B:</b> Implement sustainable travel measures outlined in the Durham City Sustainable Transport Delivery Plan, reallocate space to sustainable modes on Milburngate Bridge and provide a Northern Relief Road</p>	✓	✓	✓	Probable	Durham City	<p>Direct</p> <p>Potential for permanent effects.</p>	<p>With a compact nature that lends itself to walking, Durham railway station, extensive bus network and three park and ride sites, Durham City is considered to provide a good sustainable transport network. The measures outlined within the Sustainable Transport Delivery Plan aims to build upon these strengths and overcome some of the barriers to sustainable travel which often result from the challenge for space within the City's historic, restricted and congested</p> <p><b>ENV1:</b> The design of the NRR should also incorporate space for and prioritise sustainable travel modes along its route.</p>

<sup>14</sup> Bovy (P,H,L), Tracken (M) (1995) Behavioural Reactions to Traffic Congestion Trail Research School, Delft

							streetscape. <sup>15</sup> The delivery plan includes a number of measures for improving for example, the quality of bus infrastructure and improving walking and cycling routes and connectivity which can be delivered in the shorter term. In the mid to longer term a principal focus for the delivery plan is the reallocation of road space including across Milburngate bridge to sustainable modes. Along with the other measures identified within the Delivery Plan, the creation of safe, continuous routes for people walking, including wheelchair users and cycling and clear uncongested routes for buses will help to support a shift to sustainable modes. Whilst this option may increase distances travelled as a NRR would be a longer route, effects are assessed as positive overall as the implementation of the measures will increase sustainable travel behaviour and the reallocation of space to sustainable modes on Milburngate bridge ensures that a NRR does not	
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<sup>15</sup> Systra (2017) Durham City Sustainable Transport Delivery Plan 2018-2035 Durham County Council

								increase road capacity for private car use.	
	<b>B(i):</b> As for option B but the alignment of the NRR utilises the Belmont Viaduct	<b>0</b>	✓	✓/x	Possible	Durham City	Direct  Potential for permanent effects.	Belmont viaduct was previously identified by transport charity Sustrans as providing a potential opportunity to form part of a walkway and cycle track from Belmont to Newton Hall. However the Council were not able to obtain land for the route for this purpose. Under planning rules however, the Council would be able to obtain the land for a new road, which if accompanied by a walking and cycling route could deliver at least some of the benefits of the original Sustrans scheme. However, longer term effects associated with this option are both positive and negative as the alignment creates a longer route compared to B(ii) and therefore increases the distances travelled.	<b>As for ENV1</b>

	<p><b>B(ii):</b> As for option B but the alignment of the NRR requires a new crossing of the River Wear</p>	<p>0</p>	<p>✓/x</p>	<p>✓</p>	<p>Possible</p>	<p>Durham City</p>	<p>Direct  Potential for permanent effects.</p>	<p>Whilst not utilising the Belmont viaduct, this alignment could also create a new walking and cycling route between Belmont and Newton Hall if the new road catered for walking and cycling lanes. However, this option is likely to have a greater impact upon the existing PROW network within Kepier/Frankland wood than option B(i) and is likely to require some diversion of existing footpaths. However, longer term effects associated with this option are positive as the alignment creates a shorter route compared to B(i) and therefore minimises the distances travelled.</p>	<p><b>ENV1 (ii)</b> - In addition to ENV1, in the event that the diversion of the existing PROW network is required, diversions should be convenient safe and attractive to use to minimise any reduction in their use.</p>
	<p><b>B(iii):</b> As for option B but with an ECML over-bridge</p>	<p>0</p>	<p>✓</p>	<p>0</p>	<p>Probable</p>	<p>Durham City</p>	<p>Direct and temporary</p>	<p>In the event that this option is selected it is likely to minimise disruption to the operation and use of the ECML during construction of the NRR.</p>	<p>-</p>



	<b>B(iv):</b> As for option B but with an ECML underpass	0	×	0	Probable	Durham City	Direct and temporary	In the event that this option is selected there is likely to be greater disruption to the operation and use of the ECML during construction of the NRR.	<b>ENV1 (iv)</b> – Disruption could potentially be minimised by the timing of construction works e.g. through the night only.
	<b>C:</b> Introduce a Western Relief Road	0	✓	✓	Probable	Durham City	Direct  Potential for permanent effects.	Whilst a WRR will increase existing levels of road capacity for private car users and could increase the distances travelled for some journeys in order to access the route, mid and longer term benefits for sustainable travel can be derived. These are as a result of: <ul style="list-style-type: none"> <li>) reduced levels of congestion which can improve the reliability and efficiency of the bus network and increase walking and cycling activity, particularly in a part of the City which passes local schools; and</li> <li>) a WRR will help enable housing in the most accessible settlement in County Durham in</li> </ul>	<b>ENV2:</b> The design of the WRR should also incorporate space for and prioritise sustainable travel modes along its route.

								<p>relation to the range of services, facilities, employment and opportunities for sustainable travel available.</p> <p>For these reasons, positive effects are predicted.</p>	
	D: Implement options B and C	✓	✓	✓	Probable	Durham City	Direct  Potential for permanent effects.	<p>The options operating in combination as opposed to isolation have the best effects on road network performance, reducing congestion and provision of space for sustainable modes. They therefore provide greater benefit in respect of overcoming barriers to sustainable travel and enabling housing growth in a highly accessible location.</p> <p>However, please note that an alignment of the NRR which utilises the existing Belmont viaduct is likely to increase travelling distances and an alignment which underpasses the ECML is more likely to cause disruption to the operation of the ECML.</p>	<b>As for ENV1, ENV1 (ii), ENV1 (iv) and ENV2</b>
<b>6. To alleviate deprivation and poverty</b>	A: Maintain business as usual conditions	×	×	×	Probable	Durham City	Direct  Potential for	A constrained and increasingly poorly performing and congested highways network under	<b>N/A</b> – This is a residual effect.

							permanent effects	business as usual conditions are likely to exacerbate existing social and environmental conditions within deprived wards within the City such as Pelaw and Gilesgate ward, parts of which are within the top 10% nationally deprived. An increasingly poorly performing transport network could also affect land values around the City which in turn can affect inward investment and regeneration initiatives.	
	<b>B:</b> Implement sustainable travel measures outlined in the Durham City Sustainable Transport Delivery Plan, reallocate space to sustainable modes on Milburngate Bridge and provide a Northern Relief Road	✓	✓	✓	Probable	Durham City	Direct Potential for permanent effects	The implementation of the sustainable travel measures outlined in the Durham City Sustainable Transport Delivery Plan are likely to benefit those without access to a car. A NRR will also reduce traffic flows through the centre of the city and will prioritise space for sustainable modes which could benefit deprived areas which already receive high volumes of traffic such as the Pelaw and Gilesgate ward.	<b>SOC5:</b> The NRR should also aid the mobility of those without access to a car by incorporating space for and prioritising sustainable modes along its length.
	<b>B(i):</b> As for option B but the alignment of the NRR utilises the Belmont Viaduct	0	0	0	-	-	-	No clear link – the variations to the alignment of the NRR will not effect deprived areas	-

	<b>B(ii):</b> As for option B but the alignment of the NRR requires a new crossing of the River Wear	0	0	0	-	-	-	As for option B(i)	-
	<b>B(iii):</b> As for option B but with an ECML over-bridge	0	0	0	-	-	-	As for option B(i)	-
	<b>B(iv):</b> As for option B but with an ECML underpass	0	0	0	-	-	-	As for option B(i)	-
	<b>C:</b> Introduce a Western Relief Road	x	0	0	Possible	Durham City	Indirect. Potential for permanent effects	Short term effects are as for Option A. In the mid and longer term, the implementation of a WRR will shift strategic traffic from the A167. However, only minor positive effects are predicted, as whilst the network correction is likely to support inward investment in Durham City it will not directly benefit deprived areas.	<b>SOC6:</b> The WRR should also aid the mobility of those without access to a car by incorporating space for and prioritising sustainable modes along its length.
	<b>D:</b> Implement options B and C	✓	✓	✓	Probable	Durham City	Direct. Potential for permanent effects	Greater benefits to road network performance, congestion alleviation and provision and prioritisation of space for sustainable modes occurs as a result of the delivery of the measures in combination as opposed to in isolation. Therefore, this option better supports: <ul style="list-style-type: none"> <li>) improving mobility and associated access to jobs and</li> </ul>	<b>As for SOC5 and 6.</b>

								<ul style="list-style-type: none"> <li>) training for those without access to a car</li> <li>) reducing traffic levels within deprived parts of the City; and</li> <li>) Encouraging inward investment in the City which may contribute towards regeneration initiatives.</li> </ul>	
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	<b>A:</b> Maintain business as usual conditions	x	x	xx	Probable	Durham City, Countywide and NE region	Direct Potential for Permanent effects	Durham City is County Durham's largest employment centres with almost over three times more people working in the City compared to Peterlee which is the county's next biggest centre. Not only is Durham City the key employment centre within the county it is also a major commuting destination for cross boundary journey with 25% of all commuting journeys from neighbouring local authorities destined for the City (Jacobs 2018). The only employment centre across the region with more inward commuting journeys is Newcastle which underlies Durham City's relative importance to the wider region. There is wide acceptance that there is a direct link between the	N/A – This is a residual effect

							<p>productivity of a City and its external and internal transport infrastructure and linkages to other cities or regions. Good transport links and reduced journey times can:<sup>16</sup></p> <ul style="list-style-type: none"> <li>) Increase productivity and output</li> <li>) Attract and retain highly skilled workers</li> <li>) Benefit businesses through a larger labour pool, reduced transport costs and improved connectivity</li> <li>) Improve access to supply chains</li> <li>) Increase land values which in turn can support inward investment and regeneration.</li> </ul> <p>However, evidence suggests that without the introduction of transport improvements, the current configuration of the Durham City road network will not effectively support background traffic growth brought about by housing and employment growth in line with national forecasts (Jacobs 2018).</p>	
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<sup>16</sup> Transport for the North (TfN) (2018) Strategic Transport Plan: Draft for public consultation

								Existing constrained key links and junctions will move further towards their design capacity by 2037. Some arm to arm interactions at key junctions are already at capacity and would be further exacerbated by background traffic growth. Therefore, maintaining the business as usual approach is predicted to have negative effects in the short - mid term with the potential for significant adverse economic effects in the longer term to the City, County and wider region.	
	<b>B: Implement sustainable travel measures outlined in the Durham City Sustainable Transport Delivery Plan, reallocate space to sustainable modes on Milburngate Bridge and provide a Northern Relief Road</b>	<b>0</b>	✓	✓	Probable	Durham City, North Durham and wider County and region	Direct Potential for Permanent effects	As evidence suggests (Jacobs 2018) that travel conditions in and through Durham City are already constrained, resulting in a slower, less resilient network than that required of a key economic centre and increasing levels of background traffic growth will further compound network performance and wider connectivity, the introduction of sustainable travel measures identified in the DCSTDP which can be delivered in the shorter term	-

							<p>will contribute towards reducing localised private car journeys through the centre of the City. The effects of this and knock on impacts to economic objectives are assessed as a minor positive. This is because the measures will not address longer distance journeys which are external to the City. The provision of an alternative route for traffic which does not have a City destination through a NRR will result in improvements in performance of constrained links through the reductions in traffic flow, although overall journey times will not improve dramatically because of the included capacity reduction across Millburngate bridge. Despite minor improvements in journey times, the removal of traffic through the urban core of the City will help to enable housing and jobs growth. The construction of the NRR is also likely to create short term employment and may support local construction and engineering businesses.</p>	
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							<p>The route in itself, will also improve links between the residential areas of Newton Hall and Belmont Industrial Estate and the North West of County Durham and the A1(M). This may increase the desirability of settlements in the North for business expansion, relocation and associated jobs growth. The sustainable travel measures and reduction in traffic flows in the urban core of the City could also improve the attractiveness of the city for visitors, encouraging spend in the local economy.</p> <p>However, whilst positive mid and longer term economic effects are predicted, the NRR will not address wider network performance constraints within the City and their associated impacts on the economic performance of the City, wider County and region.</p>	
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	<b>B(i):</b> As for option B but the alignment of the NRR utilises the Belmont Viaduct	0	0	0	Minor negative possible	Durham City	Direct Permanent	The Belmont viaduct alignment would bring the route in close proximity to an existing Boarding Kennel and Cattery resulting in a possible localised impact to business.	<b>ECON1 (i)</b> – The main issue is likely to be noise so further assessment of effects would be required along with the implementation of noise minimisation measures.
	<b>B(ii):</b> As for option B but the alignment of the NRR requires a new crossing of the River Wear	0	?	?	Uncertain	Durham City	Direct Permanent	The economic effects of this option are uncertain. A new River Wear crossing is likely to have a greater visual impact on the local area which could result in both economic dis-benefit and benefit depending in part on the uniqueness and distinctiveness of the bridge design e.g. the Northern Spire, Sunderland	-

	<b>B(iii):</b> As for option B but with an ECML over-bridge	0	✓	0	Probable	Durham City	Direct and temporary	In the event that this option is selected it is likely to minimise disruption to the operation and use of the ECML and associated economic impacts during construction of the NRR.	-
	<b>B(iv):</b> As for option B but with an ECML underpass	0	×	0	Probable	Durham City	Direct and temporary	In the event that this option is selected there is likely to be greater disruption to the operation and use of the ECML and associated economic impacts during construction of the NRR.	<b>ECON1 (iv)</b> – Disruption could potentially be minimised by the timing of construction works e.g. through the night only.
	<b>C:</b> Introduce a Western Relief Road	×	✓	✓	Probable	Durham City, Countywide	Direct.	Amongst the other economic dis-benefits of a constrained	N/A – Short term effects are residual

					and NE region	Potential for permanent effects	and increasingly poorly performing highways network mentioned against option A, regular queuing on the A167 on busy morning peaks results in delay in accessing key employment centres such as Durham Hospital and the University. Evidence suggests (Jacobs 2018) that the implementation of a WRR would shift strategic traffic from the A167 resulting in less congestion, providing more reliable and resilient routes for north/south journeys to or through Durham City and ensuring that existing infrastructure is more capable of supporting the background traffic growth associated with nationally forecasted housing and jobs growth. The construction of the WRR may also create employment opportunities and provide business for local companies. However, whilst positive mid and longer term economic effects are predicted, the direct impacts of the WRR on removal of traffic through the centre of Durham and its associated impact on the economic performance of the City, wider County and region is less pronounced.	
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								Short term effect are assessed as negative as against option A, as it is considered unlikely that a WRR would be delivered within the next 5 years.	
	D: Implement options B and C	✓	✓	✓✓	Probable	Durham City, Countywide and NE region.	Direct. Potential for permanent effects	Greater benefits to road network performance and reliability are achieved as a result of introducing both sustainable travel measures, a NRR and a WRR. Consequently, the option futureproofs the network in respect of supporting the housing and jobs growth needed and is likely to sustain and improve Durham City's accessibility to employment, overall productivity, role and importance as a key employment centre within the County and wider North East region. The potential for significantly positive longer term effects are therefore predicted overall. This is not withstanding the potential for localised economic effects regardless of which River Wear crossing is selected for the NRR and the potential for temporary impacts to the economy which may be caused as a result of disruption to the operation of	-

								the ECML during construction.	
<b>8. To reduce the causes of climate change</b>	<b>A:</b> Maintain business as usual conditions	×	×	×	Certain	Durham City and beyond	Direct and residual  Potential for permanent effects	The predicted increase in background traffic growth and associated congestion on routes that become close to or over capacity are likely to increase existing transport emissions and associated greenhouse gas emissions despite a potential increasing trend in the use of electric vehicles as a result of national policy. Effects are likely to be long term	N/A – this is a residual effect
	<b>B:</b> Implement sustainable travel measures outlined in the Durham City Sustainable Transport Delivery Plan, reallocate space to sustainable modes on Milburngate Bridge and provide a Northern Relief Road	✓	×	×	Probable	Durham City and beyond	Direct and residual  Potential for permanent effects	The implementation of the short term sustainable travel measures outlined in the DCSTDP are likely to increase sustainable travel behaviour for trips predominantly originating and ending within the City. This will contribute positively to reducing transport associated emissions. Sustainable travel behaviour and a corresponding reduction in associated emissions is likely to increase further following the reallocation of space to sustainable modes in the mid and longer term. However, negative mid and longer term effects are predicted overall	<b>ENV3:</b> The net overall increase in emissions is considered to be a residual effect. However, the following measures will help to minimise the scale of the net growth: <ul style="list-style-type: none"> <li>) Ensure that timely and adequate investment in electric vehicle charging points is secured to help support the move towards increasing use of electric vehicles.</li> <li>) Ensure that the Local Walking and Cycling Infrastructure</li> </ul>

								as the measures in themselves are considered unlikely to offset the increase in emissions associated with increasing levels of traffic growth. Coupled with this, the NRR is also a longer route which will increase distances travelled and associated emissions.	Plans in preparation maximise opportunities for cycling in particular from the outlying villages into Durham City J Ensure that room for and prioritisation of sustainable travel modes are as incorporated into the design of the NRR.
<b>B(i):</b> As for option B but the alignment of the NRR utilises the Belmont Viaduct	<b>0</b>	✓	×	Possible	Durham City	Direct and permanent	The use of existing infrastructure would reduce the energy associated with earthworks and construction of a new River Wear crossing. The use of the Belmont viaduct is also likely to minimise tree removal and their associated contribution to carbon sequestration. However, longer term effects associated with this option are negative as the alignment creates a longer route compared to B(ii) and therefore increases the distances travelled and associated emissions	<b>As for ENV3</b>	

<p><b>B(ii):</b> As for option B but the alignment of the NRR requires a new crossing of the River Wear</p>	<p>0</p>	<p>×</p>	<p>✓</p>	<p>Possible</p>	<p>Durham City</p>	<p>Direct and permanent</p>	<p>This option increases the energy associated with the construction of a new River Wear crossing and will increase to a greater or lesser degree the removal of trees depending on whether a taller or lower bridge structure design is selected. However, longer term effects associated with this option are negative as the alignment creates a shorter route compared to B(i) and therefore decreases the distances travelled and associated emissions</p>	<p><b>ENV3 (ii)</b> – compensate for the loss of trees by planting new trees over and above the number removed. Residual adverse effects will however remain.</p>
<p><b>B(iii):</b> As for option B but with an ECML over-bridge</p>	<p>0</p>	<p>✓</p>	<p>0</p>	<p>Probable</p>	<p>Durham City</p>	<p>Direct and temporary</p>	<p>In the event that this option is selected it is likely to minimise disruption to the operation and use of the ECML and associated carbon savings during construction of the NRR.</p>	<p>-</p>
<p><b>B(iv):</b> As for option B but with an ECML underpass</p>	<p>0</p>	<p>×</p>	<p>0</p>	<p>Probable</p>	<p>Durham City</p>	<p>Direct and temporary</p>	<p>In the event that this option is selected there is likely to be greater disruption to the operation and use of the ECML and associated carbon savings during construction of the NRR.</p>	<p><b>ENV3 (iv)</b> – Disruption could potentially be minimised by the timing of construction works e.g. through the night only.</p>
<p><b>C:</b> Introduce a Western Relief Road</p>	<p>×</p>	<p>×</p>	<p>×</p>	<p>Probable</p>	<p>Durham City and beyond</p>	<p>Direct and residual  Potential for</p>	<p>Short term effects are as for Option A. Mid and longer term effects relate to the implementation of the WRR.  Whilst the WRR is likely to be successful at reducing</p>	<p><b>ENV4:</b> Implement the measures outlined against ENV3. In addition to these, ensure that room for and prioritisation of sustainable travel modes</p>



							permanent effects	levels of congestion and associated emissions on the A167 and at Neville's Cross compared to maintaining business as usual conditions, the distances travelled and associated emissions will increase for some journeys in order to access the new road. This increase in emissions, coupled with increasing levels of traffic growth is likely to offset any benefits derived from minimised congestion levels.	are incorporated into the design of the WRR.
	D: Implement options B and C	✓	×	×	Probable	Durham City and beyond	Direct and residual  Potential for permanent effects	The impact of all the measures working in conjunction have the best effect in terms of minimising the net increase in predicted traffic growth over the Plan period, levels of congestion on key routes and associated emissions. However, the NRR and WRR will increase distances travelled overall. Please note that with respect to alignment options for the NRR, an ECML underpass option is likely to increase disruption and associated loss of carbon savings during construction and a route which utilises the existing Belmont viaduct, whilst saving on energy and carbon during construction is likely	<b>As for ENV3, ENV3 (ii), ENV3 (iv) and 4</b>

								to increase emissions over the longer term as it is a longer route.	
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	<b>A:</b> Maintain business as usual conditions	0	0	0	Minor negative possible	Durham City	Indirect Potential for permanent effects	This option will not increase levels of infrastructure which can be at risk of or contribute towards flooding. However, increasing levels of traffic and associated emissions in Durham City may contribute towards an urban heat island effects	N/A – this is a residual effect
	<b>B:</b> Implement sustainable travel measures outlined in the Durham City Sustainable Transport Delivery Plan, reallocate space to sustainable modes on Milburngate Bridge and provide a Northern Relief Road	0	x	x	Possible	Durham City	Direct Potential for permanent effects.	The implementation of the short term sustainable travel measures outlined in the DCSTDP are unlikely to significantly increase levels of hardstanding in Durham City and associated surface water runoff which can contribute towards flood risk. In respect of mid and longer term measures, It is unlikely that the NRR will be constructed in the flood plain, due to the use of a spanning crossing, which will reduce its overall footprint in flood zone 3 and therefore the potential risk of flooding both to the road and elsewhere. However, the road will increase levels of hardstanding and associated risk of surface water flooding. Mitigation such as basins and ponds, and filter strips and swales which attenuate water are likely to	<b>ENV5:</b> The use of appropriate SuDS should be a key aspect of the road design. More detailed proposals should also be subject to a full flood risk assessment

								be required to attenuate surface water run-off.	
<b>B(i):</b> As for option B but the alignment of the NRR utilises the Belmont Viaduct	0	✓	✓	Probable	Durham City	Direct and permanent	The use of the existing Belmont viaduct will avoid any potential impacts to the flow of the River Wear and potential flood risk downstream as it is less likely to require the construction of new piers and abutments within the functional floodplain.	-	
<b>B(ii):</b> As for option B but the alignment of the NRR requires a new crossing of the River Wear	0	×	×	Possible	Durham City	Direct  Potential for permanent effects.	A new bridge will require the construction of piers and abutments within the functional floodplain which may have an impact on current flow rates, flood storage and flood risk downstream.	<b>As for ENV5</b> – further assessment of the specific design and location of the bridge would be required.	
<b>B(iii):</b> As for option B but with an ECML over-bridge	0	0	0	-	-	-	No clear link – this option would not involve land at risk of flooding or affect flow rates	-	
<b>B(iv):</b> As for option B but with an ECML underpass	0	0	0	-	-	-	As for option B(iii)	-	
<b>C:</b> Introduce a Western Relief Road	0	×	×	Possible	Durham City	Direct	Short term effects are as for Option A as it is considered	<b>As for ENV5</b>	

							Potential for permanent effects.	unlikely that a WRR would commence within the next five years.  In respect of mid and longer term measures, It is unlikely that the WRR will be constructed in the flood plain, due to the use of a bridge, which will reduce its overall footprint in flood zone 3 and therefore the potential risk of flooding both to the road and elsewhere. However, the road will increase levels of hardstanding and associated risk of surface water flooding. Mitigation such as basins and ponds, and filter strips and swales which attenuate water are likely to be required to attenuate surface water run-off.	
	D: Implement options B and C	0	x	x	Possible	Durham City	Direct  Potential for permanent effects.	Both options combined will increase levels of hardstanding and associated risk of surface water flooding. Please note that the option to create a new River Wear crossing associated with the NRR may have some impact upon flow rates and flood storage.	As for ENV5
10. To protect and enhance biodiversity	A: Maintain business as usual conditions	0	0	0	Minor negative	Key routes into Durham City	Indirect and residual	Whilst this option will not have direct effects on biodiversity, minor, indirect negative effects are	Not applicable – this is a residual effect

<p><b>and geodiversity</b></p>							<p>Potential for permanent effects.</p>	<p>predicted as an increase in background traffic growth could increase existing levels of disturbance to species and road fatalities.</p> <p>Increased vehicular emissions within 200 metres of habitat also have the potential to affect receiving habitats that are sensitive to nitrogen dioxide.</p>	
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	<p><b>B:</b> Implement sustainable travel measures outlined in the Durham City Sustainable Transport Delivery Plan, reallocate space to sustainable modes on Milburngate Bridge and provide a Northern Relief Road (NRR)</p>	<p><b>0</b></p>	<p>xx</p>	<p>xx</p>	<p>Probable</p>	<p>Durham City</p>	<p>Direct and residual  Permanent effects.</p>	<p>Short term effects are as for option A (minor negative) as sustainable travel measures and their effects on traffic reduction relate to the existing built up area of the City. The main effects to biodiversity against this option relate to the construction of a NRR which would be unlikely to commence within the next five years.</p> <p>An ecological assessment of the proposed corridor and route of the road was undertaken in 2011.<sup>17</sup> An update to this assessment was undertaken in 2018 which concluded that the assessment of impacts and the mitigation strategy remain sound as the habitats with the survey area have not significantly changed and there is no evidence that species distributions have altered since 2011.<sup>18</sup></p> <p>The assessments identified that the majority of the land associated with the proposed route of the Northern Relief Road is under agricultural management with arable and improved pasture dominating the landscape. The key habitat within the survey</p>	<p><b>ENV6:</b> Comply with the mitigation hierarchy outlined within the ecological assessment. The principles of this include:</p> <ul style="list-style-type: none"> <li>) Avoidance e.g. timing to avoid breeding birds, re-routing of the road to avoid high value habitats</li> <li>) Habitat creation e.g. pond creation to compensate for loss</li> <li>) Retention/creation of connectivity, e.g. provision of habitat linkages such as green bridges</li> <li>) Habitat enhancement, such as the improvement of existing grasslands and woodland</li> <li>) Wildlife friendly design principles e.g. lighting plan to avoid adverse impact on bats</li> </ul>
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							<p>area is the ancient woodland present along the steep banks of the River Wear. Other habitats recorded are species poor hedgerows, ponds and ditches along with a small amount of marshy grassland to the north of the survey area. In addition there are a number of mature trees scattered across the area of the proposed road which have an intrinsic value in themselves and have potential as bat roosts.</p> <p>In relation to wildlife designations, and regardless of the alignment selected the road will transect Frankland and Kepier Wood Local Wildlife Site (ancient woodland) and could impact to a greater or lesser extent on Low Newton Junction Local Wildlife Site (LWS) and Local Nature Reserve (LNR) and Brasside Pond Site of Special Scientific Interest (SSSI)</p> <p>In relation to protected and priority species:</p> <ul style="list-style-type: none"> <li>) Great crested newts have been found with smooth newt, common frog and common toad also present</li> </ul>	
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							<ul style="list-style-type: none"> <li>) There is significant bat presence, particularly on the river corridor</li> <li>) Badger setts are present either side of the proposed route and badgers forage and commute across the survey area</li> <li>) Otters have been shown to be present and resident on the River Wear near to where a new crossing may be introduced. Since 2011 there has been an additional record of otter on the Brasside Pond SSSI</li> <li>) High likelihood that a range of breeding birds will be present along the whole length of the route</li> <li>) Kingfisher and Barn Owl are also potential ecological receptors</li> </ul> <p>The overall impacts to wildlife without mitigation can be summarised as:</p> <ul style="list-style-type: none"> <li>) Decreasing the amount and quality of habitats;</li> </ul>	
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							<p>especially ancient woodland and UK Priority Habitats and the species assemblages dependant on them,</p> <p>) Habitat and population fragmentation</p> <p>) Impacts on designated sites and protected species</p> <p>The proposed mitigation within the 2011 Ecological Assessment is still considered to be valid and follows the mitigation hierarchy by promoting avoidance of impacts through careful design of the route and infrastructure, minimisation of impacts via sensitive lighting and green bridges, the restoration of grassland and woodland habitats and finally offset measures (habitat creation) to compensate for any residual, adverse impacts after implementation of the previous three steps.</p> <p>Whilst the mitigation strategy includes compensation measures, the potential for significant adverse effects are predicted as it is not possible to fully compensate</p>	
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						<p>for the loss of ancient woodland which is an irreplaceable habitat type; there will always remain adverse impacts.</p> <p>In cases where ancient woodland will be lost, the NPPF requires the public benefit of the proposal to clearly outweigh the loss along with a suitable mitigation and compensation strategy.</p> <p>In a similar vein the NPPF also requires the benefits of proposals adversely affecting SSSI's to clearly outweigh both its likely impacts on the features of the site that make it of special scientific interest (Brasside Pond SSSI is an important breeding site for wildfowl, dragonfly and damselfly and hosts important aquatic plant and acidic grassland species) and any broader impacts on the national network of SSSI.</p>	
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	<p><b>B(i):</b> As for option B but the alignment of the NRR utilises the Belmont Viaduct</p>	<p><b>0</b></p>	<p>xx</p>	<p>xx</p>	<p>Probable</p>	<p>Durham City</p>	<p>Direct and residual  Permanent effects</p>	<p>Utilising the existing Belmont viaduct will minimise the removal of ancient woodland and mature trees and disruption to riparian habitat suitable for Otters. However, this alignment will transect part of Brasside Pond SSSI thereby having more direct impacts and potential harm on the site and its features than option B(ii). In respect of Low Junction LNR, this alignment would cross an eastern spur of the sites which lies along a dismantled railway line. This section of the LNR contains scrub habitat which is not a UK Priority habitat. However, protected species, specifically bats and great crested newts are present. With appropriate road design and a mitigation and compensation package impacts are however not likely to be significant to the LNR.</p>	<p><b>ENV6 (i)</b> – In addition to ENV6 further information and assessment will be required of the works needed to make the viaduct suitable for vehicular use and associated removal of ancient woodland. A detailed mitigation/compensation strategy will be required for this aspect alone.</p> <p>Further specific assessment of the impacts of the road proposal upon Brasside Pond SSSI will also be required to inform the significance of effects further.</p>
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	<p><b>B(ii):</b> As for option B but the alignment of the NRR requires a new crossing of the River Wear</p>	<p><b>0</b></p>	<p>xx</p>	<p>xx</p>	<p>Probable</p>	<p>Durham City</p>	<p>Direct and residual  Permanent effects</p>	<p>Compared to utilising the exiting Belmont viaduct, this option is likely to increase the loss of ancient woodland and mature trees regardless of which bridge design is selected. The mitigation strategy does however recognise that a high spanning bridge crossing over the River Wear would have less impacts to ancient woodland and the associated Frankland and Kepier Wood LWS than a low spanning bridge. A high spanning bridge design is also more likely to avoid otter holts and resting places which are protected by legislation and allow the free passage of otter under the bridge.</p> <p>Compared to utilising the existing viaduct, a new River Wear crossing would ensure that the route of the road, whilst in proximity to Brasside Ponds SSSI would not have direct impacts on the site. The potential for negative peripheral effects are predicted.</p> <p>In respect of Low Junction, effects are similar to those predicted against option Bi, although the route of the road as a result of a new</p>	<p><b>ENV6(ii)</b> - Further detailed design of the river crossing and construction methods will be required along with its assessment of impacts upon ancient woodland and protected species. A detailed mitigation strategy will be required for this aspect alone.</p> <p>Further specific assessment of the potential peripheral impacts of the road proposal upon Brasside Pond SSSI may also be required to inform the significance of effects further.</p>
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								<p>River Wear crossing may also impact on the Local Wildlife site part of the designation in addition to the Local Nature Reserve designation.</p>	
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	<b>B(iii):</b> As for option B but with an ECML over-bridge	<b>0</b>	<b>x</b>	<b>x</b>	Probable	Durham City	Direct Permanent	An over-bridge would entail the loss of a number of sections of hedgerow and the loss of a number of mature trees.	<b>ENV6 (iii) –</b> Compensatory planting would be required
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	<p><b>B(iv):</b> As for option B but with an ECML underpass</p>	<p><b>0</b></p>	<p>×</p>	<p>×</p>	<p>Probable</p>	<p>Durham City</p>	<p>Direct Permanent</p>	<p>As for option B(iii) an underpass would also entail the loss of a number of sections of hedgerow and the loss of a number of mature trees.</p>	<p><b>ENV6 (iv) –</b> Compensatory planting would be required</p>
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	C: Introduce a Western Relief Road (WRR)	0	✘	✔	Possible	Durham City	Direct and permanent effects.	<p>Short term effects are as for option A (minor negative) as sustainable travel measures and their effects on traffic reduction relate to the existing built up area of the City. The main effects to biodiversity against this option relate to the construction of a WRR which would be unlikely to commence within the next five years.</p> <p>An ecological assessment of the proposed corridor and route of the road was undertaken in 2011.<sup>19</sup> An update to this assessment was undertaken in 2018 which concluded that the assessment of impacts and the mitigation strategy remain sound as the habitats with the survey area have not significantly changed and there is no evidence that species distributions have altered since 2011.<sup>20</sup></p> <p>The assessments identified that the majority of the land associated with the proposed route of the Western Relief Road is under intensive</p>	<p><b>ENV7:</b> Comply with the mitigation hierarchy outlined within the ecological assessment. The principles of which include:</p> <ul style="list-style-type: none"> <li>) Avoidance e.g. timing to avoid breeding birds, re-routing of the road to avoid high value habitats i.e. ancient woodland</li> <li>) Habitat creation e.g. pond creation to compensate for loss</li> <li>) Retention/creation of connectivity, e.g. provision of habitat linkages such as green bridges</li> <li>) Habitat enhancement, such as the improvement of existing grasslands and woodland</li> <li>) Wildlife friendly design principles e.g. lighting plan</li> </ul>
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<sup>19</sup> T. Coult (2011) Proposed Western Relief Road – Ecological Assessment – Extended Phase 1 Durham County Council

<sup>20</sup> S. Priestley (2018) Western Relief Road – Update to the 2011 Ecological Assessment Durham County Council



						<p>agricultural management with arable and improved pasture dominating the landscape. The key habitat within the survey area is the ancient woodland present along the banks of the River Browney. Other habitats recorded are species poor hedgerows, ponds, scrub and a small area of wet woodland. In addition there are a number of mature trees scattered across the area of the proposed road which have an intrinsic value in themselves and have potential as bat roosts.</p> <p>In relation to wildlife designations, the proposed route lies adjacent to four local wildlife sites including Lower Browney Valley LWS, Bearpark Bog LWS, Baxter Wood LWS and Deerness Valley LWS. The proximity of the road to these sites could have negative peripheral effects.</p> <p>In relation to protected and priority species:  ) No great crested newts have been recorded on site but smooth newt, common frog and</p>	<p>to avoid adverse impact on bats</p> <p>Further detailed design of the river crossing will be required along with its assessment of impacts upon protected species</p>
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								<p>common toad are present</p> <p>) Surveys indicate a major bat commuting route along Club Lane and important assemblages of feeding bats around the River Browney</p> <p>) Badger setts are present either side of the proposed route and badgers forage and commute across this route</p> <p>) Otters have been shown to be present and resident on the River Browney where the proposed new road will cross and at the Aldin Grange fishing lakes.</p> <p>) High likelihood that a range of breeding birds will be present along the whole length of the route</p> <p>) Kingfisher and Barn Owl are also potential ecological receptors. Barn owl are recorded from Sniperly farm at the northern most end of the proposed route.</p>	
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						<p>The impacts to wildlife without mitigation can be summarised as:</p> <ul style="list-style-type: none"> <li>) Decreasing the amount and quality of habitats; especially ancient woodland and UK Priority Habitats and the species assemblages dependant on them,</li> <li>) Habitat and population fragmentation</li> <li>) Impacts on designated sites and protected species</li> </ul> <p>However, unlike the NRR, impacts on ancient woodland can be more easily avoided by changing the route of the road and there is no risk of adverse effects to SSSI's.</p> <p>The proposed mitigation within the 2011 Ecological Assessment is still considered to be valid and follows the mitigation hierarchy by promoting avoidance of impacts through careful design of the route and infrastructure, minimisation of impacts via sensitive lighting and green</p>	
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							<p>bridges, the restoration of grassland and woodland habitats and finally offset measures (habitat creation) to compensate for any residual, adverse impacts after implementation of the previous three steps.</p> <p>As for the NRR, the mitigation strategy recognises that a high spanning bridge crossing, in this case the River Browney will aid the passage of otters. The road bridge should be as high spanning as possible to allow species to pass beneath it on dry ground on both banks, when the river is in spate.</p> <p>In the event that the mitigation strategy is implemented in full alongside any additional measures which may be identified as a result of further ecological survey to support planning proposals, adverse effects are predicted in the mid term with the potential for longer term positive effects as a result of the delivery of net gains in biodiversity arising from habitat creation measures.</p>	
D: Implement options B and C	0	xx	xx	Probable	Durham City	Direct and residual	Whilst there is potential for longer term net gains in	<b>As for EN6, ENV6 (i), ENV6(ii) and ENV7</b>

							Permanent effects.	biodiversity associated with the WRR which could also bring about improved ecological connectivity between the River Browney and Wear corridors this does not offset the loss of ancient woodland associated with the NRR as this is an irreplaceable habitat type. Please note that impacts to ancient woodland can be minimised through the use of the existing Belmont viaduct, however, this alignment is likely to increase harm to Brasside Pond SSSI.	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	<b>A:</b> Maintain business as usual conditions	<b>0</b>	<b>0</b>	<b>0</b>	Minor negative	Key routes approaching Durham City and the City itself	Indirect and residual  Potential for permanent effects.	Whilst maintaining business as usual conditions will not lead to major changes to physical elements within the landscape an increase in background traffic growth can adversely impact upon the way people visually perceive landscape and townscape character and quality which is an important element of landscape and visual impact assessment. Minor negative effects are therefore predicted.	N/A – This is a residual effect

	<p><b>B:</b> Implement sustainable travel measures outlined in the Durham City Sustainable Transport Delivery Plan, reallocate space to sustainable modes on Milburngate Bridge and provide a Northern Relief Road (NRR)</p>	✓/x	xx	xx	Probable	<p>Short term effects relate to Durham City. Mid and longer term effects relate to the corridor of the NRR and viewpoints of and within it</p>	<p>Direct and residual.  Permanent</p>	<p>In the short term it is considered unlikely that construction of a NRR will commence, therefore effects relate to the implementation of the short term measures identified within the Durham City Sustainable Transport Delivery Plan. The implementation of these will have some minor positive effects on background traffic growth reduction and associated perception of landscape and townscape character and quality. The measures in themselves, e.g. improved quality of bus interchange, better waiting facilities, improved signage, increased seating, footpath widening and creation of cycle lanes etc could have both positive and negative effects on townscape quality. Further assessment of the proposals will be required once more detail relating to their specific location and design is available. In all cases, street furniture should be the minimum necessary to avoid clutter and should be of a sympathetic design which is appropriate to each of Durham City's Conservation Area Character Areas.<sup>21</sup></p>	<p><b>ENV8:</b> The design of the sustainable travel and demand management measures outlined within the Durham City Sustainable Transport Delivery Plan should be sympathetic and of high quality. The creation of unnecessary street clutter should be avoided. In respect of the NRR, a number of indicative mitigation measures are identified in the landscape appraisal common to both alignments and can be summarised as:</p> <ul style="list-style-type: none"> <li>) Tree and woodland planting to screen traffic movements and contain views of the new road</li> <li>) Retention of hedges to the north of the cutting to avoid loss to field rationalisation.</li> </ul> <p>Other measures are likely to be identified as part of any detailed planning proposals along with further LVIA assessment.</p>
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							<p>Mid and longer term effects relate to the implementation of a NRR and associated reallocation of highways space within the City Centre. Whilst the potential removal of a third of vehicle trips through the city which have no origin or destination in the City will create a more pleasant City Centre environment and associated perception of townscape quality, the NRR will have significant landscape and visual impacts.</p> <p>A landscape and visual impact appraisal of the route corridor was carried out in 2014 and updated in 2018 to capture relevant changes to the landscape and visual baseline.<sup>22</sup> Whilst the appraisal is not a full Landscape and Visual Impact Assessment (LVIA) which would be carried out as part of an Environmental Impact Assessment (EIA) should detailed proposals be brought forward it is informed by guidelines for LVIA.</p> <p>The appraisal identifies that the road does not impact upon any landscape designations and that the national and county</p>	
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							<p>character areas that the corridor is situated within (i.e. Tyne and Wear Lowlands National Character Area and the Wear Lowland Character Area) are assessed as being of medium sensitivity to the effects of a new road. The landscape has some attributes which are susceptible to the effects of a new road including its high scenic quality but it is also a settled landscape and a long standing communications corridor where modern infrastructures are common. Nonetheless, the appraisal concludes that the proposed road would have a number of significant landscape and visual effects. Those assessed as being of either moderate-major or major significance common to both alignments are summarised as follows:</p> <ul style="list-style-type: none"> <li>) Loss of hedgerow sections, mature trees and scrub</li> <li>) Significant visual effects to residents close to the route in Brasside and users of Frankland Way and Kepier Woods and footpaths to the</li> </ul>	
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								<p>south of Kepier woods.</p> <p>Whilst not a landscape designation, the corridor as a whole also lies within the Durham City Green Belt. Whilst the NPPF cites that transport infrastructure is not an inappropriate form of development in the Green Belt, this is only provided that it preserves openness and doesn't conflict with its purpose. In respect of openness, the appraisal identifies that the bridge crossing the Wear could affect openness to some degree. However, as a unique feature, the extent to which a bridge could be grouped with other forms of built development in the mind of the viewer is difficult to establish. This will partly be a matter of the quality and distinctiveness of design. A low level bridge is likely to have the lowest impact on the perception of openness.</p> <p>The appraisal concludes that many of the significant landscape and visual impacts are capable of being reduced through mitigation in the longer term (&gt;10years) to</p>
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							<p>a level where the effect would no longer be significant.</p> <p>However, there would be a number of residual effects that would be likely to remain significant even after mitigation. These include.</p> <ul style="list-style-type: none"><li>) Effects on the local character of the landscape in the <i>Finchale &amp; Kepier Gorge</i> and <i>Brasside</i> character areas.</li><li>) Effects on the visual amenity of recreational users of the countryside and particularly users of Frankland Lane, footpaths in Kepier woods and footpaths south of Kepier woods to Carrville.</li></ul>	
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	<p><b>B(i):</b> As for option B but the alignment of the NRR utilises the Belmont Viaduct</p>	<p><b>0</b></p>	<p>✓</p>	<p>✓</p>	<p>Probable</p>	<p>Durham City</p>	<p>Direct and Permanent</p>	<p>Compared to a new River Wear crossing, the utilisation of the existing Belmont viaduct would be likely to have less significant landscape and visual effects taken as a whole. Effects on the natural topography of the river gorge and the vegetation of the ancient woodland would be likely to be lower depending on the nature of works needed to the viaduct. Effects on the fabric of Frankland Lane would be likely to be lower due to the alignment of the route. Effects would be higher in respect of the former railway line with changes to its landform and loss of vegetation. Visual effects on users of pedestrian routes through Keping Woods and Frankland Lane would be likely to be lower, but would be higher on users of the proposed Frankland community woodland. Visual effects on residential properties within built up areas would be similar, though with potentially higher effects on</p>	<p><b>As for ENV8</b></p>
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							<p>some isolated properties. This option would be likely to have a lower impact on the openness of the greenbelt as it would not require an additional built structure.</p>	
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	<p><b>B(ii):</b> As for option B but the alignment of the NRR requires a new crossing of the River Wear</p>	<p><b>0</b></p>	<p>xx</p>	<p>xx</p>	<p>Probable</p>	<p>Mid and longer term effects relate to the corridor of the NRR and viewpoints of and within it</p>	<p>Direct and residual.  Permanent</p>	<p>The landscape appraisal concludes that a new River Wear crossing would have a number of significant landscape and visual impacts. Those assessed as being of either moderate-major or major significance are summarised as follows:</p> <ul style="list-style-type: none"> <li>) Impacts to the slopes of the River Wear Gorge, the magnitude of which depends upon the design of the crossing</li> <li>) Loss of ancient woodland as a result of crossing the River Wear. The construction of a higher cable stayed structure would have the least impact but would still require the removal of trees for the bridge abutments and some localised felling beneath the bridge and further clearance during construction. Other lower bridge designs such as thrust arch or multi-span structures</li> </ul>	<p><b>ENV8 (ii)</b> – In addition to ENV 8, design options for the River Wear crossing will need to be outlined and should be subject to further assessment, including of impacts on the openness of the Green Belt. A low impact construction method for the bridge crossing should also be adopted to avoid/reduce impacts on the landform and vegetation of the gorge.</p>
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							<p>would require additional clearance.</p> <p>Additional significant residual effects could arise if a taller cable stay bridge option is selected including:</p> <ul style="list-style-type: none"> <li>) Additional effects on the character of the local landscape in the Finchale &amp; Keping Gorge and Brasside character areas and effects in the Cocken, Keping &amp; Frankland and Low Grange character areas.</li> <li>) Effects on the visual amenity of some residents in Newton Hall.</li> <li>) Effects on the visual amenity of recreational users of the countryside and particularly users of Frankland Lane, footpaths in Keping Woods, footpaths south of Keping</li> </ul>	
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								<p>woods to Carrville and parkland / nature reserve land at Aykley Heads.</p> <p>) Effects on views from the A690 close to the proposed bridge and on views from the East Coast Main Line north of the city.</p> <p>This option is also likely to have a greater effect on the openness of the Greenbelt</p>	
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	<p><b>B(iii):</b> As for option B but with an ECML over-bridge</p>	<p><b>0</b></p>	<p>xx</p>	<p>xx</p>	<p>Probable</p>	<p>Mid and longer term effects relate to the corridor of the NRR and viewpoints of and within it</p>	<p>Direct and residual.  Permanent</p>	<p>A bridge crossing over the East Coast Main Line would entail the development of a moderate to high embankment. Compared to an underpass, effects on the character of the local landscape would be likely to be higher as would visual effects in views from the railway line and from properties at Red House Farm. Visual effects in views from properties and public vantage points on the edge of Oatlands Way and along Finchale Road would be likely to be lower and there would be lower construction phase impacts on nearby residential areas</p>	<p><b>N/A</b> – This would be a residual impact</p>
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	<p><b>B(iv):</b> As for option B but with an ECML underpass</p>	<p><b>0</b></p>	<p><b>x</b></p>	<p><b>x</b></p>	<p>Probable</p>	<p>Mid and longer term effects relate to the corridor of the NRR and viewpoints of and within it</p>	<p>Direct and residual Permanent</p>	<p>The underpass option would entail the development of a shallow to moderately deep cutting and compared to crossing the ECML with a bridge, effects on the character of the local landscape would be likely to be lower, as would visual effects in views from the railway line and from properties at Red House farm. Effects in views from properties and public vantage points on the edge of Oatlands Way and along Finchale Road would be likely to be higher.</p>	<p><b>N/A – this would be a residual impact</b></p>
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	<p><b>C:</b> Introduce a Western Relief Road (WRR)</p>	<p><b>0</b></p>	<p>xx</p>	<p>xx</p>	<p>Probable</p>	<p>Short term effects relate to Durham City. Mid and longer term effects relate to the corridor of the WRR and viewpoints of and within it</p>	<p>Direct and residual.  Permanent</p>	<p>In the short term it is considered unlikely that construction of a WRR will commence, therefore short term effects are the same as predicted against option A – Maintain business as usual conditions</p> <p>Mid and longer term effects relate to the implementation of a WRR which is predicted to have significant landscape and visual impacts.</p> <p>A landscape and visual impact appraisal of the route corridor was carried out in 2014 and updated in 2018 to capture relevant changes to the landscape and visual baseline.<sup>23</sup> Whilst the appraisal is not a full Landscape and Visual Impact Assessment (LVIA) which would be carried out as part of an Environmental Impact Assessment (EIA) should detailed proposals be brought forward it is informed by guidelines for LVIA.</p> <p>The appraisal identifies that the road does not impact upon any national landscape designations and that the</p>	<p><b>ENV9:</b> A number of indicative mitigation measures are identified in the landscape appraisal and can be summarised as:</p> <ul style="list-style-type: none"> <li>) Tree planting</li> <li>) Retention and protection of mature trees</li> <li>) Hedgerow restoration work</li> <li>) Adopting a low impact construction method for the bridge crossing</li> <li>) Design of southern SuDS pond to avoid loss of mature trees</li> <li>) Remodelling of pond north of Club Lane</li> <li>) Ground modelling around Moorsley Banks</li> </ul> <p>Other measures are likely to be identified as part of any detailed planning proposals along with further LVIA assessment. Design options for the River Browney crossing will need to be outlined and should be subject to</p>
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<sup>23</sup> G. Lawson (2018) Landscape and Visual Impact Appraisal: Proposed Western Relief Road Durham County Council

						<p>national and county character areas that the corridor is situated within (i.e. Tyne and Wear Lowlands and Durham Coalfield Upland Fringe National Character Areas and the Wear Lowlands and the West Durham Coalfield County Character Areas) are assessed as being of medium sensitivity to the effects of a new highway. They are settled landscapes where modern infrastructure is relatively commonplace.</p> <p>Nonetheless, the appraisal concludes that the proposed road would have a number of significant landscape and visual effects. Those assessed as being of either moderate-major or major significance are summarised as follows:</p> <ul style="list-style-type: none"> <li>) The former deer park of Bearpark is a park and garden of local interest. Whilst Bearpark lacks coherence as a landscape in itself, a WRR would remove short sections of hedgerow lying on the historic</li> </ul>	<p>further assessment, including of impacts on the openness of the Green Belt. The type and design of different junctions should also be selected where possible to minimise landscape and visual impacts.</p>
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								<p>boundary of the park and would be visually intrusive in some views within it</p> <p>) The impact of cuttings, embankments and vertical abutments on existing landforms to enable the road to cross sloping valleys, ridges and the River Browney</p> <p>) Removal or coppicing of some trees within the mature wood on the south bank of the River Browney and the slopes of Tollhouse road. The construction of a bridge would entail the loss of trees and differing junction designs would entail removal of sections of relatively mature roadside vegetation north of Tollhouse road.</p> <p>) Hedgerow removal including in some cases older hedges. The removal of one hedgerow would</p>	
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							<p>also entail the loss of a veteran oak.</p> <p>) Potentially significant visual impacts on residents in Bearpark, Aldin Grange and the western edge of the Durham City, along with users of the Lanchester Valley Railway path, Pilgrim's Way/Club Lane and the footpath network between the road corridor and the western edge of the City, the ridge between Broompark and Bearpark and parts of the Bearpark Colliery Wood and the C17 road.</p> <p>Whilst not a landscape designation, the corridor as a whole also lies within the Durham City Green Belt. Whilst the NPPF cites that transport infrastructure is not an inappropriate form of development in the Green Belt, this is only provided that it preserves openness and doesn't conflict with its purpose. In respect of</p>	
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						<p>openness, the appraisal identifies that the bridge crossing the Browney would be a built structure and could be held to affect openness to some degree. While it would be a notable feature in some views of the immediate locality it would be generally well screened in wider views.</p> <p>The appraisal concludes that many of the significant landscape and visual impacts are capable of being reduced through mitigation in the longer term (&gt;10years) to a level where the effect would no longer be significant.</p> <p>However, there would be a number of residual effects that would be likely to remain significant even after mitigation. These include:</p> <ul style="list-style-type: none"> <li>) Effects on the character of the local landscape between Durham City and Bearpark in the <i>Baxterwood &amp; Aldin Grange</i> and <i>Bearpark Hall</i>,</li> </ul>	
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								<p><i>Stotgate &amp; Whitesmocks</i> character areas.</p> <p>) Effects on the visual amenity of local residents in parts of Bearpark, Aldin Grange and the western edge of Durham City.</p> <p>) Effects on the visual amenity of recreational users of the countryside and particularly users of the Lanchester Valley Railway path, the Pilgrim's Way (Club Lane), footpaths between Durham City and the road corridor and across the Broom ridge.</p> <p>) Effects on views from the C17 Tollhouse Road – Auton Stile.</p> <p>This SA also considers the loss of veteran trees to be a potentially significant effect.</p>	
D: Implement options B and C	✓/x	xx	xx	Probable	Short term effects relate	Direct and residual.	Short term effects are as for Option B. In the mid and	<b>As for ENV8, ENV8 (ii) and 9</b>	

						to Durham City. Mid and longer term effects relate to the corridor of the NRR, WRR, viewpoints of and within it and associated landscape character areas.	Permanent	longer term, the construction of both relief road will have significant residual effects on existing landscape character and quality to the east and west of the City.  Please note that greater landscape and visual impacts are predicted in the event that for the NRR a new River Wear crossing is selected with a high spanning bridge design along with an ECML over-bridge	
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	<b>A:</b> Maintain business as usual conditions	<b>0</b>	<b>x</b>	<b>x</b>	Minor negative effects are predicted in the short term. Negative mid and longer term effects are possible	Durham City but specifically the areas of Elvet, Framwellgate and the Penninsula	Indirect  Potential for permanent effects.	The Durham City Conservation Area Character Appraisal identifies that the conservation area is a busy environment that experiences very high volumes of traffic, certain roads are also used as 'rat runs' to shorten journey times, and certain parts can become very congested at rush hour and school run times etc. This has a crucial influence on the physical environment and the area's character and appearance. <sup>24</sup>	<b>N/A</b> – This is a residual effect

<sup>24</sup> Durham County Council (July 2016) Durham City Conservation Area: Executive Summary



							<p>The individual report into the different character areas that the Conservation Area has been split into identifies that the following character areas are most affected by traffic:</p> <ul style="list-style-type: none"> <li>) Elvet</li> <li>) Framwellgate</li> <li>) The Peninsula</li> </ul> <p>Existing negative effects identified are considered likely to be exacerbated by an increase in traffic levels to these areas as predicted under the 'Business as Usual' scenario. There is also further potential for negative effects as a result of increased vibration and fumes affecting the fabric / structure of designated and non designated heritage assets. Effects as a result of vibration however, are considered only likely to affect structures or buildings which are currently in a fragile state.</p> <p>In the event that future traffic levels actually or perceivably make access to the World Heritage Site difficult it may</p>	
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								reduce the number of visits and modern day pilgrimages. This in turn may have an adverse effect on donations made to its upkeep.	
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	<p><b>B:</b> Implement sustainable travel measures outlined in the Durham City Sustainable Transport Delivery Plan, reallocate space to sustainable modes on Milburngate Bridge and provide a Northern Relief Road</p>	✓/x	x	xx	x	xx	<p>Possible short term effects. Negative mid and long term effects are probable. Very negative mid and long term effects are possible</p>	Durham City	Direct Permanent effects.	<p>In the short term it is considered unlikely that construction of a NRR will commence, therefore effects relate to the implementation of the short term measures identified within the Durham City Sustainable Transport Delivery Plan. The implementation of these will have some minor positive effects on background traffic growth reduction and its associated impact on the historic environment, character and appearance. The measures in themselves, e.g. improved quality of bus interchange, better waiting facilities, improved signage, increased seating, footpath widening and creation of cycle lanes etc could have both positive and negative effects on public realm and the special character and significance of the Durham City Conservation Area. Further assessment of the proposals will be required once more detail relating to their specific location and design is available. In all cases, street furniture should be the minimum necessary to avoid clutter and should be of a sympathetic design which is appropriate to each of</p>	<p><b>ENV10:</b> The design of the sustainable travel and demand management measures outlined within the Durham City Sustainable Transport Delivery Plan should be sympathetic and of high quality. The creation of unnecessary street clutter should be avoided.</p> <p>If possible, the route of the NRR should avoid the demolition and loss of significance in whole or in part of non designated heritage assets falling within the route corridor. Other mitigation measures within the HIA could also be implemented including sensitive landscaping treatment to minimise visual effects and selection of a lower and sensitively designed bridge structure. However, the decision on a bridge structure needs to be balanced with the corresponding impact to ancient woodland as described against the biodiversity objective.</p> <p>The PROW which may be associated with the</p>
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								<p>Durham City's Conservation Area Character Areas.</p> <p>Mid and longer term effects relate to the implementation of a NRR and associated reallocation of highways space within the City Centre. A Heritage Impact Assessment of the NRR and an alignment which requires a new River Wear crossing identifies the following effects to heritage assets, the magnitude of which largely depend whether a lower or taller bridge structure is chosen.<sup>25</sup></p> <p><u>Durham City Conservation Area</u> The potential removal of a third of vehicle trips through the City which have no origin or destination in the City is likely to have a positive effect on the character and appearance of the Durham City Conservation Area. However, the HIA of the NRR identifies that the construction and operation of the NRR and a new River Wear crossing structure in particular, will have some adverse impacts on the setting of the Conservation Area in wider views. In the event that a lower,</p>	<p>Finchale Priory – Cathedral pilgrimage route will need to remain unrestricted and accessible</p> <p>Further heritage assessment will be required once more detailed proposals emerge.</p> <p>In relation to the protection and recoding of potential undiscovered archaeological resources a programme of archaeological evaluative works will be required. Opportunities for public engagement in any schemes of archaeological works should also be sought along with the dissemination of results of any further works.</p>
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								<p>sensitively designed bridge structure is selected and an appropriate and detailed landscape strategy is provided impacts are considered to be localised only.</p> <p><u>Durham Cathedral and Castle World Heritage Site</u>  The impact in terms of views from and to the WHS are assessed as being neutral due to the intervening topography, landscape features and existing built form restricting visibility. However, in the event that a new River Wear crossing is selected and tall bridge structure is chosen there is potential for significant adverse effects to the setting of the WHS. The main impact is likely to be from key vantage points within the City such as from Observatory Hill and St Aidan's College. A lower level design solution would still have an impact but this would be significantly less and more localised.</p> <p>The pilgrimage routes to the Cathedral are one of 13 key attributes which contribute to the visual drama of the</p>
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									<p>Cathedral and Castle on the peninsula and the associations with notions of romantic beauty. In relation to the potential impact upon the pilgrimage route between Finchale Priory and the WHS; the precise nature of the route is unknown but based upon current understanding it appears to follow a series of public rights of ways, informed by historic tracks/paths, and field enclosures, and the course of the River Wear, travelling southwards through Brasside, then along Frank land Lane to Framwellgate Bridge.</p> <p>The proposal would impact upon the route in the north but this has already been heavily affected by urban development. The WHS is practically invisible along much of the northern stretch of the route, the limited visual associations arising from the intervening topography, trees, areas of woodland and existing built development. Therefore the</p>	
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										<p>unfolding experience of the WHS would be unchanged.</p> <p>The best experience along the pilgrim route is at closer range when entering the city centre which would be unaffected by the NRR.</p> <p><u>Scheduled Monuments</u> None of the Scheduled Monuments within the study area would be directly impacted by the proposed development in terms of physical effect on the in-situ archaeological remains. In terms of setting the impact generally would be neutral due to distance between the sites and the intervening topography, landscape features and built form restricting visual interrelationships. At Kepier Hospital however a greater level of impact would occur due to the physical change in the land form impacting on the appearance of the rural landscape that informs the assets setting. The effect of the road itself would likely be limited due to screening afforded by the intervening topography and landscape features and impacts relate primarily to the associated</p>	
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										<p>bridge structure. A tall structure would be a prominent and visually intrusive feature in the rural landscape character that would have a moderate level of adverse impact on the assets setting. The impact would be significantly lessened by a lower bridge structure as this would be set below the skyline against a rising rural backdrop that would be more recessive in views.</p> <p><u>Listed Buildings</u> The significance of the listed buildings identified within the zone of theoretical visibility would not be adversely impacted as there would not be any direct physical effects resulting from the proposed development. In terms of setting, the level of impact is assessed as being either neutral or negligible. This is due to the distance between the sites, the intervening topography, landscape features, and existing dense built form that create a lack of intervisibility.</p> <p><u>Non designated heritage assets</u></p>	
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										<p>The potential impact on Low Newton farm and cottages is major as this is perceived as being located directly in the path of the proposed development regardless of which alignment is selected. This could therefore potentially result in demolition and loss of significance, in whole or part, depending on the extent of physical loss required and the specific buildings/structures affected.</p> <p><u>Archaeology</u></p> <p>A desk based assessment of potential archaeological resource within the route corridor identified the following potential undiscovered resources which would require appropriate protection and recording if found:<sup>26</sup></p> <ul style="list-style-type: none"> <li>) Resources relating to the prehistoric and Roman periods</li> <li>) Evidence for ridge and furrow cultivation and field boundaries of medieval and post medieval periods may survive</li> </ul>	
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	<p><b>B(i):</b> As for option B but the alignment of the NRR utilises the Belmont Viaduct</p>	<p><b>0</b></p>	<p>✓/x</p>	<p>✓/x</p>	<p>Possible</p>	<p>Durham City</p>	<p>Direct Permanent effects.</p>	<p>Comparatively, an alignment with utilises the existing Belmont viaduct could reduce the impact upon the setting of the Conservation Area and WHS as it would utilise an existing structure and would be more distant in views. As the Belmont viaduct is a Grade II listed structure and is in a state of disrepair, its use as part of the NRR, whilst requiring some physical alteration to the structure, namely to create a road deck, would ensure its long term viability and maintenance. However, further consultation with Historic England and assessment will be required to ensure that the alterations can be undertaken without affecting the significance of the asset.</p> <p>Other heritage assets that could be affected by this alignment include an Iron Age settlement at Low Grange and a Cropmark of uncertain origin.</p>	<p><b>ENV 10(i)</b> - Further heritage assessment will be required once more detailed re-engineering proposals for the viaduct emerge. Further archaeological assessment is also required.</p>	
	<p><b>B(ii):</b> As for option B but the alignment of the NRR requires a new crossing of the River Wear</p>	<p><b>0</b></p>	<p>x</p>	<p>x x</p>	<p>x x x</p>	<p>Negative mid and long term effects are probable. Very negative</p>	<p>Durham City</p>	<p>Direct Permanent effects.</p>	<p>As for option B. The severity of effects depend upon whether a taller bridge structure is selected</p>	<p><b>As for ENV10</b></p>

					mid and long term effects are possible				
	<b>B (iii):</b> As for option B but with an ECML over-bridge	0	0	0	Minor positive	Durham City	Direct Permanent effects.	This option is less likely to impact upon undiscovered archaeological artefacts. There are no other known heritage constraints associated with this option	-
	<b>B (iv):</b> As for option B but with an ECML underpass	0	0	0	Minor negative	Durham City	Direct Permanent effects.	This earthworks required for this option have a higher potential risk of impacting upon undiscovered archaeological artefacts. There are no other known heritage constraints associated with this option	-
	<b>C:</b> Introduce a Western Relief Road	0	x	x	Probable	Durham City	Direct Permanent effects.	In the short term it is considered unlikely that construction of a WRR will commence, therefore short term effects are the same as predicted against option A – Maintain business as usual conditions  Mid and longer term effects relate to the implementation of a WRR. A Heritage Impact Assessment of the WRR identifies the following effects to heritage assets: <sup>27</sup>  <u>Durham City Conservation Area</u>	<b>ENV11:</b> Implement mitigation measures within the HIA including sensitive landscaping treatment to minimise visual effects to heritage assets. The landscaping treatment would need to be compatible with maintaining views to and from the registered Neville's Cross Battlefield to which adequate access will also need to be maintained. In respect of understanding further the effects on the Battlefield, the precise route of the

<sup>27</sup> Durham County Council (2018) Western Relief Road – Heritage Impact Assessment (HIA)

							<p>The overall level of impact of the WRR on the setting of the Conservation Area is assessed as negligible due to intervening topography, landscape features and existing urban development.</p> <p><u>Durham Cathedral and Castle World Heritage Site</u> The overall level of impact of the proposed development on the significance of the WHS is assessed as neutral and the impact on setting either neutral or slight. This is due to the intervening topography, landscape features and existing built form which will either prevent or reduce visual intervisibility.</p> <p><u>Neville's Cross Battlefield</u> Please note that the impacts identified within the HIA are informed by a separate report on the impacts of the road on the battlefield.<sup>28</sup> Research suggests that many medieval battlefields in Britain are either poorly defined in extent or completely wrongly placed due in part to the very limited topographical detail in the primary accounts. The</p>	<p>WRR will be required, followed by wide ranging archaeological surveys and investigation which build upon existing evidence collated. In particular, further trial trenching should be undertaken and opportunities for public engagement in any schemes of archaeological works should be sought along with the dissemination of results of any further works.</p>
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<sup>28</sup> Dr G Foard (FSA) University of Huddersfield The impact of the Western Relief Road on Neville's Cross Battlefield Durham County Council

						<p>proposed development which is adjacent to the registered battlefield may therefore have an impact as the asset's full extent and significance is unknown. It may impact upon an area containing physical evidence from the Scottish rout. The road would inevitably result in a change to the existing terrain creating physical and visual intrusion that may affect the interpretation and appreciation of the battlefield and how this is experienced. The WRR also potentially threatens accessibility unless adequate access is maintained.</p> <p>Furthermore, any associated landscaping scheme may create a level of harm in terms of obstructing views to and from the battlefield.</p> <p>The Battlefield therefore needs to be accurately defined and investigated with wide ranging archaeological surveys and Investigations to accurately establish the full impact on the significance of the battlefield and its setting.</p> <p><u>Archaeology</u></p>	
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							<p>A desk based assessment of potential archaeological resource within the route corridor identified the following potential undiscovered resources which would require appropriate protection and recording if found:<sup>29</sup></p> <ul style="list-style-type: none"> <li>) Resources relating to the prehistoric and Roman periods</li> <li>) Palaeoenvironmental deposits</li> <li>) Evidence for ridge and furrow cultivation</li> <li>) Remains from Neville's Cross battlefield</li> <li>) Remains associated with medieval and post-medieval mills</li> </ul> <p>A geophysical survey of the proposed relief road corridor has also been undertaken which detected a number of soil-filled features of potential archaeological significance including for example, a possible pit/posthole alignment and ditch and a possible rectilinear</p>	
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<sup>29</sup> Archaeological Services Durham University (July 2011) Western Relief Road, Durham City, County Durham – Archaeological Desk-Based Assessment Durham County Council

							<p>enclosure.<sup>30</sup> Some of the features warrant further investigation by means of trial trenching. Areas which were not surveyed should also be subject to trial trenching</p> <p><u>Scheduled Monuments</u>  There will be no direct impact to scheduled monuments within the study area but their setting will be impacted to varying degrees. The proposed development would result in a harmful change to the setting of Beaufrepaire, resulting from visual intrusion and the creation of additional physical separation. Whilst the legibility of the area has been heavily compromised by post industrial development it still represents an important historic landscape. Residual adverse effects are predicted. At Aldin Grange the setting of the historic bridge has already been compromised by the adjacent modern road bridge but the adverse effect would be compounded further by the additional proposed</p>	
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<sup>30</sup> Archaeological Services Durham University (March 2014) Western Relief Road, Durham City, County Durham – Geophysical Survey Durham County Council



							<p>development in such close proximity. At a greater distance effects to the setting of the asset are assessed as major, although these can be minimised with a detailed landscape strategy.</p> <p><u>Listed Buildings</u>  The significance of the listed buildings identified within the zone of theoretical visibility would not be adversely impacted as there would not be any direct physical effects resulting from the proposed development. In terms of setting, the level of impact is assessed as being either neutral or negligible. This is due to the distance between the sites, the intervening topography, landscape features, and existing dense built form that create a lack of intervisibility. However, there would be a greater level of impact upon the setting of the group of listed buildings at Baxter Wood Farm due to the close proximity of the WRR. Effects could be mitigated by sensitive design and structural landscaping and lighting for example.</p>	
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								<p><u>Non Designated Heritage Assets</u>  There are a number of non-designated heritage assets within the study area. The impact in all cases would derive from the visual intrusion in the rural landscape and effects upon the intangible qualities of tranquillity and seclusion etc. The level of impact upon three assets, Stotgate Farm, Aldin Lodge and Moorsley Farm are assessed as moderately adverse due to the proximity of the WRR.</p>	
D: Implement options B and C	✓/x	x	xx	x	xx			<p>Whilst the construction and operation of both relief roads will have a wider impact on heritage assets and potentially important archaeological resources than the construction and operation of a singular road, effects to overall significance of the assets do not increase in magnitude. To summarise the key potential effects to heritage assets are:</p> <p><u>NRR</u>  ) Adverse impacts to the setting of Durham City Conservation Area and the World Heritage Site which could be significantly</p>	As for ENV10, ENV10 (i) and ENV11



								<p>) Adverse impacts to the setting of non-designated assets in close proximity to the road</p> <p>Related to both roads is the potential loss and damage to important undiscovered archaeological remains relating to:</p> <p>) Resources relating to the prehistoric and Roman periods</p> <p>) Evidence for ridge and furrow cultivation and field boundaries of medieval and post medieval periods may survive</p> <p>) Remains related to medieval routes along Frankland Lane and along the riverbanks from the City to Finchale</p> <p>) Remains associated with an earlier wagonway Remains from Neville's Cross battlefield</p> <p>) Remains associated with medieval and post-medieval mills</p>	
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13. To protect and improve air, water and soil resources	A: Maintain business as usual conditions	Air	✓	✓	✓✓	Probable	Durham City	Direct  Potential for permanent effects.	<p><b>Air:</b> Whilst transport modelling of the 'business as usual' scenario shows worsening capacity and network performance issues in parts of the City declared as an AQMA, air quality modelling shows that conditions will improve significantly between now and 2037 due predominantly to improvements in vehicle emissions outweighing increases in background traffic growth.<sup>31</sup></p> <p><b>Water and Soil:</b> Increasing levels of traffic and congestion is considered likely to increase concentrations of pollutants entering waterways and soil as a result of surface water run-off from roads.</p>	<p><b>ENV12:</b> Undertake an air quality assessment to understand the magnitude of effects related to this option and any additional mitigating measures that could be implemented in addition to those already outlined within the Air Quality Action Plan for Durham City. The potential increasing trend in the use of electric vehicles as a result of national policy should be taken into account as part of the assessment. Future highway drainage and engineering solutions may be required in the event that pollutants to soil and as a result of surface water runoff exceed acceptable levels.</p>
		Water	x	x	x					
		Soil	x	x	x					

<sup>31</sup> AECOM (2018) Durham County Council Local Plan Air Quality Modelling Durham County Council

	<p><b>B:</b> Implement sustainable travel measures outlined in the Durham City Sustainable Transport Delivery Plan, reallocate space to sustainable modes on Milburngate Bridge and provide a Northern Relief Road</p>	Air	0	✓	✓	<p>Probable air and soil effects. Possible water effects</p>	Durham City	<p>Direct  Potential for permanent effects.</p>	<p><b>Air:</b> The implementation of measures within the DCSTDP which can be delivered in the short term are likely to have a positive effect on encouraging sustainable travel and reducing emissions to air associated with the use of vehicles. However, the magnitude of positive effects predicted are assessed as being minor. This is because on their own they will not remove a significant quantum of traffic from the AQMA. The introduction of a NRR and reallocation of space to sustainable modes in the mid/longer term however has the potential to remove a third of vehicle trips and associated emissions from the AQMA which have no origin or destination in the City. The air quality modelling confirms that the introduction of relief roads provide some additional benefits to air quality over and above the business as usual scenario. Whilst the modelling does not consider the effects of the relief roads individually, it is predicted that a NRR will</p>	<p><b>ENV13:</b> Whilst further assessment of soil quality would be required, the loss of productive agricultural land is a residual effect. Soils should be managed and conserved properly throughout construction. A low impact construction method should also be implemented to avoid and minimise effects to water quality. Appropriate SuDS should be a key aspect of the route design in order to offset surface water runoff and any associated effects to water quality.</p>
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		Water	0	x	x			<p>contribute the most to additional benefits as it will remove traffic from a greater number of constrained links within the AQMA.</p> <p><b>Water:</b> The groundworks and engineering works associated with the construction of the road and its associated bridge have the potential to adversely impact upon water resources within the route corridor such as the River Wear and ponds. A low impact construction method and associated mitigation measures will be required to ensure that unacceptable adverse impacts do not occur. The road will also increase levels of hardstanding and run off to surrounding water courses affecting overall quality. Mitigation such as basins and ponds, and filter strips and swales which attenuate water and filter contaminants associated with run off are likely to be required.</p> <p><b>Soil:</b> The NRR would require the loss of Grade 3 agricultural land which may</p>
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		<b>Soil</b>	<b>0</b>	<b>x</b>	<b>x</b>				<p>constitute best and most versatile agricultural land. Further soil assessment would be required to determine existing soil quality and the significance of its loss. However, this would be a residual effect. Soils should be conserved and managed properly during the construction of the road. For example, excavated soils could be used to help create the embankments required.</p>	
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	<p><b>B(i):</b> As for option B but the alignment of the NRR utilises the Belmont Viaduct</p>	<p><b>0</b></p>	<p>✓/x</p>	<p>✓/x</p>	<p>Possible</p>	<p>Durham City</p>	<p>Direct and permanent</p>	<p>As this option utilises an existing structure, it is likely that less engineering works would need to take place within the River Wear such as grouting of underground workings at footing positions which could impact upon water quality. This option is also likely to minimise disruption and loss of soil resources within Kepier/Frankland wood and as the alignment follows an existing dismantled railway it will minimise the loss of agricultural land which may be best and most versatile agricultural land. However, this alignment is a longer route and its operation would increase distances travelled and emissions to air.</p>	<p><b>ENV13 (j)</b> - The design of the NRR should also incorporate space for and prioritise sustainable travel modes along its route.</p>
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	<p><b>B(ii):</b> As for option B but the alignment of the NRR requires a new crossing of the River Wear</p>	<p><b>0</b></p>	<p>✓/x</p>	<p>✓/x</p>	<p>Possible</p>	<p>Durham City</p>	<p>Direct and permanent</p>	<p>This option would create a shorter route than option B(i) which could minimise travelling distances and associated emissions to air. However, the construction of a new River Wear crossing will increase engineering works within the river which could adversely impact upon water quality and will increase the amount of earthworks required and associated disruption to and loss of soil within Kepier/Frankland wood. In addition a greater proportion of this alignment transects agricultural land which may be best and most versatile agricultural land.</p>	<p><b>As for ENV13</b></p>
	<p><b>B(iii):</b> As for option B but with an ECML over-bridge</p>	<p><b>0</b></p>	<p>✓/x</p>	<p>✓/x</p>	<p>Possible</p>	<p>Durham City</p>	<p>Direct and permanent</p>	<p>This option will have less potential effects on groundwater resources but will require disruption to and use of soil resources in order to create the embankments for the bridge.</p>	<p><b>As for ENV13</b></p>

	<b>B(iv):</b> As for option B but with an ECML underpass	<b>0</b>	<b>x</b>	<b>x</b>	Probable	Durham City	Direct and permanent	This option will have greater potential impacts on groundwater resources and will require the excavation of soil resources	<b>As for ENV13.</b>
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	<b>C:</b> Introduce a Western Relief Road	<b>Air</b>	<b>0</b>	✓	✓	Probable air and soil effects. Possible water effects	Durham City	Direct  Potential for permanent effects.	<p><b>Air:</b> Short term effects are as for option A. In the mid to longer term, whilst the removal of traffic through the AQMA will be less pronounced on implementation of a WRR than the NRR there will be some benefits to key junctions falling within it such as Neville's Cross. The air quality modelling confirms that the introduction of relief roads provide some additional benefits to air quality over and above the business as usual scenario</p> <p><b>Water:</b> The groundworks and engineering works associated with the construction of the road and its associated bridge have the potential to adversely impact upon water resources within the route corridor such as the River Browney and ponds. Indirect impacts to the water resources of the River Wear may also occur</p>	<b>ENV14:</b> As for ENV13 but in addition, opportunities should be sought to address existing minewater and soil contamination issues as part of the development of the WRR.
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		Water	0	x	x			<p>given that the Browney is a tributary of the Wear. A low impact construction method and associated mitigation measures will be required to ensure that unacceptable adverse impacts do not occur. The road will also increase levels of hardstanding and run off to surrounding water courses which could affect overall quality. Surface water runoff is considered likely to drain towards Relly Gill, River Deerness and specifically the River Browney Mitigation such as basins and ponds, and filter strips and swales which attenuate water and filter contaminants associated with run off are likely to be required. Please note that a minewater outflow exists to the south of the Lanchester Valley Walk railway path which the scheme could usefully</p>	
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		Soil	0	x	x			<p>contribute towards remediating.</p> <p><b>Soil:</b> The WRR would require the loss of Grade 3 agricultural land which may constitute best and most versatile agricultural land. Further soil assessment would be required to determine existing soil quality and the significance of its loss. However, this would be a residual effect. Soils should be conserved and managed properly during the construction of the road. For example, excavated soils could be used to help create the embankments required. Contaminated soils may be encountered near to the former Broom Opencast site and the former Lanchester Valley Brach Railway. The scheme may therefore provide some opportunity for remediation.</p>	
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	D: Implement options B and C	Air	0	✓	✓	Probable air and soil effects. Possible water effects	Durham City	Direct  Potential for permanent effects.	<p><b>Air:</b> The combined effects of measures within the DCSTDP and both relief roads in operation will deliver the greater benefits in respect of reducing traffic flows and queuing at key junctions within the AQMA. The air quality modelling confirms that the introduction of both relief roads provide some additional benefits to air quality over and above the business as usual scenario. No areas outside of the AQMA were found to be at possible or likely risk of exceedance of air quality objectives following the introduction of the roads either.</p> <p><b>Water:</b> The introduction of both roads around Durham City will have a wider impact on water resources than the introduction of one road. As a result there is greater risk of impact to the River Wear in particular as the WRR could have indirect impact on the River Wear if the road affects water quality of the Browney which flows into the Wear coupled with the more direct impacts to the water resources of the River Wear as a result of the construction of the NRR.</p>	As for ENV13, ENV13 (i) and 14
	Water	0	×	×						
	Soil	0	×	×						

									<p><b>Soil:</b> The introduction of both roads around Durham City will incur a greater loss of Grade 3 agricultural land which may constitute best and most versatile agricultural land than the introduction of a singular road. Further soil assessment would be required to determine existing soil quality and the significance of its loss. However, this would be a residual effect. Soils should be conserved and managed properly during the construction of the roads.</p> <p>Please note that NRR options relating to a new River Wear crossing and an ECML underpass will have greater impacts on water and soil resources.</p>	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	A: Maintain business as usual conditions	0	✓	✓	Certain	Durham City	Direct  Potential for permanent effects	As this option would rely upon the existing highways infrastructure it would avoid the use of materials and waste associated with the construction and maintenance of new roads in the mid and longer term	-	
	B: Implement sustainable travel measures outlined in the Durham City Sustainable	×	×	×	Certain	Durham City	Direct  Potential for	The implementation of the sustainable travel measures and construction and ongoing maintenance of a NRR will utilise resources	<b>ENV15:</b> The use of secondary and recycled aggregates will help to minimise primary resource use.	



	Transport Delivery Plan, reallocate space to sustainable modes on Milburngate Bridge and provide a Northern Relief Road						Permanent effects	and generate waste. Adverse effects can be minimised through the use of secondary materials and by ensuring that construction waste generated is reused and recycled	Construction waste management plans should also be implemented.
	<b>B(i):</b> As for option B but the alignment of the NRR utilises the Belmont Viaduct	0	✓/x	✓/x	Possible	Durham City	Direct and Permanent	The use of the existing Belmont viaduct will minimise materials used and associated waste with respect to the crossing of the River Wear. However, this option will increase the amount of new road required.	<b>As for ENV15</b>
	<b>B(ii):</b> As for option B but the alignment of the NRR requires a new crossing of the River Wear	0	✓/x	✓/x	Possible	Durham City	Direct and Permanent	A new River Wear crossing will increase materials, resource use and associated waste but will minimise the amount of new road required.	<b>As for ENV15</b>
	<b>B(iii):</b> As for option B but with an ECML over-bridge	0	0	0	-	-	-	There is no clear difference between the over-bridge and underpass options in respect of materials required and waste generated.	-
	<b>B(iv):</b> As for option B but with an ECML underpass	0	0	0	-	-	-	As above	-
	<b>C:</b> Introduce a Western Relief Road	0	x	x	Certain	Durham City	Direct  Potential for Permanent effects	The construction and ongoing maintenance of a WRR will utilise resources and generate waste. Adverse effects can be minimised through the use of secondary materials and by ensuring that construction	<b>ENV15:</b> The use of secondary and recycled aggregates will help to minimise primary resource use. Construction waste management plans

							waste generated is reused and recycled	should also be implemented.
	<b>D:</b> Implement options B and C	×	×	×	Certain	Durham City	Direct  Potential for Permanent effects	Compared to options B and C, this option will increase the use of resources and waste generation.  <b>As for ENV15</b>
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	<b>A:</b> Maintain business as usual conditions	0	✓	✓	Certain	Mineral sites across County Durham and the wider region	Direct  Potential for permanent effects	As this option would rely upon the existing highways infrastructure it would avoid the need to extract primary aggregates  -
	<b>B:</b> Implement sustainable travel measures outlined in the Durham City Sustainable Transport Delivery Plan, reallocate space to sustainable modes on Milburngate Bridge and provide a Northern Relief Road	×	×	×	Certain	Mineral sites across County Durham and the wider region	Direct  Potential for Permanent effects	The implementation of the sustainable travel measures and construction and ongoing maintenance of a NRR will utilise non renewable primary aggregates and other mineral resources. Adverse effects can be minimised through the use of secondary materials where possible and by ensuring that waste aggregates are re-used and recycled.  <b>As for ENV15</b>
	<b>B(i):</b> As for option B but the alignment of the NRR utilises the Belmont Viaduct	0	✓/×	✓/×	Possible	Durham City	Direct and Permanent	The use of the existing Belmont viaduct will minimise minerals/aggregates required with respect to the crossing of the River Wear. However, this option will increase the amount of new road required and associated minerals.  <b>As for ENV15</b>

	<b>B(ii):</b> As for option B but the alignment of the NRR requires a new crossing of the River Wear	0	✓/x	✓/x	Possible	Durham City	Direct and Permanent	A new River Wear crossing will increase minerals/aggregates required but will minimise the amount of new road required and associated minerals	<b>As for ENV15</b>
	<b>B(iii):</b> As for option B but with an ECML over-bridge	0	0	0	-	-	-	There is no clear difference between the over-bridge and underpass options in respect of minerals/aggregates required.	-
	<b>B(iv):</b> As for option B but with an ECML underpass	0	0	0	-	-	-	As above	-
	<b>C:</b> Introduce a Western Relief Road	0	x	x	Certain	Mineral sites across County Durham and the wider region	Direct  Potential for Permanent effects	The construction and ongoing maintenance of a WRR will utilise non renewable primary aggregates and other mineral resources. Adverse effects can be minimised through the use of secondary materials where possible and by ensuring that waste aggregates are re-used and recycled.	<b>As for ENV15</b>
	<b>D:</b> Implement options B and C	x	x	x	Certain	Durham City	Direct  Potential for Permanent effects	Compared to options B and C, this option will increase the use of primary aggregates and other mineral resources.	<b>As for ENV15</b>

**Policy 24: Allocating and Safeguarding Transport Routes and Facilities**

<b>Table 13</b> <b>Policy 24: Issue/Option - Should the Barnard Castle corridor of interest be Safeguarded?</b> Please note that in order to assess the options the following factors have been taken into account: ) Durham County Council Traffic Managers have advised that if the corridor of interest were to be safeguarded and road built in the future, an additional weight limit would need to be introduced in the town to force HGV's to use the new road. ) The corridor of interest as proposed by the Teesdale Area Action Partnership ) If the Barnard Castle corridor of interest is safeguarded and funding for the road is achieved, it is assumed that its delivery and any associated effects would occur in the long term The following documents and evidence have also been referred to: ) Barnard Castle Microsimulation Traffic Model - Durham County Council (April 2014) <u>Barnard Castle Microsimulation Traffic Model Final Report</u> ) Durham County Council (March 2018) Report to REAL Management Team – Barnard Castle Bypass. This report includes outcomes of 2017 HGV surveys.									
SA/SEA Object. Number	Options Assessed	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
		S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	A: Business as usual – do not safeguard the corridor of interest	0	0	0	-	-	-	Whilst not safeguarding the corridor will enable housing proposals to come forward that fall within it, it is considered that the numbers of proposals in this location are likely to be scarce and are also likely to be restricted owing to the open countryside nature of the location.	-
	B: Safeguard the corridor of interest to the east of the town linking the A688 with Egglestone Abbey Bridge	0	0	0	-	-	-	Whilst safeguarding the corridor will restrict housing proposals that fall within it, these are likely to be restricted anyway owing to the open countryside location of the area.	-
2. To promote strong secure communities	A: Business as usual – do not safeguard the corridor of interest	0	0	0	Minor negative possible	Barnard Castle	Direct and residual.  Potential for permanent effects	The option to not safeguard the corridor of interest may result in other types of development sterilising it and removing any future longer term opportunity to deliver it and the benefits associated with the removal of HGV traffic and potentially 800 other vehicles per day from the town centre upon community/visitor sense of safety. Whilst this opportunity could be lost if this option is selected minor negative effects only are	<b>N/A - This is a residual effect</b>

								predicted as the option will not result in a worsening of existing conditions.	
	<b>B:</b> Safeguard the route of the corridor of interest to the east of the town linking the A688 with Egglestone Abbey Bridge	0	0	?	Uncertain	Barnard Castle	Direct.  Potential for permanent effects	The option to safeguard the corridor of interest will prevent the potential sterilisation of it by other development thereby protecting the opportunity to deliver a new road in the future should funding become available. In the event that longer term delivery is achieved, the relief road and associated introduction of a weight limit is likely to remove 1,000 vehicles per day from the town centre including all HGV's. Whilst this may bring about positive benefits to communities and visitors in respect of enhancing a sense of safety in the town centre, modelling has also shown that traffic flows will increase in the Bede Road area. This is due to those vehicles whose origin and destinations are the northeast side of the town, which would then be travelling via Bede Road, to utilise the relief road, rather than southwest into the town centre. Overall effects are therefore uncertain.	<b>SOC1:</b> In the event that this option is selected and funding is achieved, further modelling of traffic impacts and possible alleviating measures will need to be undertaken to support a planning proposal.
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	<b>A:</b> Business as usual – do not safeguard the corridor of interest	0	0	0	-	-	-	The option to not safeguard the corridor of interest may result in other types of development sterilising the route and removing any future longer term opportunity to deliver it. However, this will have no effect on existing conditions related to access to education.	-
	<b>B:</b> Safeguard the corridor of interest to the east of the town linking the A688 with Egglestone Abbey Bridge	0	0	×	Possible	Barnard Castle	Indirect  Potential for permanent effects.	The option to safeguard the corridor of interest will prevent the potential sterilisation of it by other development thereby protecting the opportunity to deliver a relief road in the future should funding become available. In the event that longer term delivery is achieved, whilst the road will help to remove traffic from the town centre it will increase traffic flows to the north of the town where the majority of schools are concentrated e.g. Montalbo Road Primary, Green Lane Primary and Teesdale School. Increased traffic flows to this area of the town may make access to education more difficult.	<b>As for SOC1</b>
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	<b>A:</b> Business as usual – do not safeguard the corridor of interest	0	0	0	Minor negative possible	Barnard Castle	Indirect and residual.  Potential for permanent effects	The option to not safeguard the corridor of interest may result in other types of development sterilising it and removing any future longer term opportunity to deliver a relief road. In the event, this occurs, this may have minor negative dis-benefits in respect of missing out on a potential increase in levels of active travel	<b>N/A – This is a residual effect</b>

								afforded by decreasing traffic volumes within the town centre, albeit these may be offset by decreasing levels of active travel elsewhere due to an increase in traffic volumes in other parts of the town as a result of vehicles accessing the new road. The option will have no effect on existing ease of access to healthcare facilities, including the leisure centre.	
	<b>B:</b> Safeguard the corridor of interest to the east of the town linking the A688 with Egglestone Abbey Bridge	<b>0</b>	<b>0</b>	<b>×</b>	Possible	Barnard Castle	Both direct and indirect effects could occur  Potential for permanent effects.	The option to safeguard the corridor of interest will prevent the potential sterilisation of it by other development thereby protecting the opportunity to deliver a relief road in the future should funding become available. In the event that longer term delivery is achieved, there may be some benefits to health and wellbeing if active travel increases as a result of decreasing traffic volumes in the town centre. However, this potential benefit may be offset by possible decreases in active travel towards the north of the town where traffic levels will increase in order to gain access to the new road. In addition, increased traffic volumes in this area of the town may make access to existing healthcare and leisure facilities such as the Barnard Castle surgery and leisure centre more difficult. In addition the route transects two byways in the town which may minimise or restrict existing recreational use and properties near to the proposed route may be adversely impacted by noise. For these reasons, the potential for longer term negative effects are predicted overall.	<b>SOC2:</b> In the event that this option is selected and funding is achieved, further assessment of effects will be required to support a planning proposal e.g. noise assessments undertaken as part of an Environmental Impact Assessment.
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	<b>A:</b> Business as usual – do not safeguard the corridor of interest	<b>0</b>	<b>0</b>	<b>0</b>	Minor negative possible	Barnard Castle	Direct and residual.  Potential for permanent effects	The option to not safeguard the corridor of interest from other forms of development will have no significant effects on reducing the need to travel or existing/future traffic conditions. It is recognised however, that not selecting this option may have minor negative dis-benefits in respect of missing out on a potential increase in levels of active travel (walking/cycling) afforded by decreasing traffic volumes within the town centre. Such benefits may or may not be offset by a decrease in active travel elsewhere in the town where volumes of traffic increase in order to access the new road.	<b>N/A – This is a residual effect</b>
	<b>B:</b> Safeguard the corridor of interest to	<b>0</b>	<b>0</b>	<b>×</b>	Possible	Barnard Castle	Direct	The option to safeguard the corridor will prevent the potential sterilisation of it by other development thereby protecting the opportunity to deliver a relief	<b>N/A – This is a residual effect</b>

	the east of the town linking the A688 with Egglestone Abbey Bridge						Potential for permanent effects.	road in the future should funding become available. However, in the event that the corridor is protected, funding is secured and longer term delivery is achieved traffic modelling suggests that it would attract little traffic travelling northeast to southwest and vice versa, other than those vehicles subject to the weight restriction on the County Bridge. From the model's perspective the route through the town centres is more direct, shorter and there are insufficient delays at present to persuade drivers to divert onto the relief road. Therefore, forcing HGV's to utilise the proposed Barnard Castle relief road in order to avoid the town centre is likely to increase overall travelling distances and negative effects against this objective. The corridor transects Green Lane byway and Mount Eff byway which may prevent or discourage their use.	
<b>6. To alleviate deprivation and poverty</b>	<b>A:</b> Business as usual – do not safeguard the corridor of interest	0	0	0	-	-	-	Barnard Castle is not a deprived area.	-
	<b>B:</b> Safeguard the corridor of interest to the east of the town linking the A688 with Egglestone Abbey Bridge	0	0	0	-	-	-	As above	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	<b>A:</b> Business as usual – do not safeguard the corridor of interest	✓	✓	✓	Possible	Barnard Castle	Both direct and indirect effects  Potential for Permanent effects	The option to not safeguard the corridor will ensure that any suitable 'development in the countryside' proposals falling within the alignment in the short, medium and longer term will not be restricted. Existing levels of trade in the town centre which could potentially be affected by reduced traffic volumes passing through the town centre in the event that a relief road within the corridor is delivered will also be maintained. Whilst, reduced traffic volumes in the town centre may contribute positively to the visitor experience and encourage repeat visits and spend,	-

								the town tourism plan for Barnard Castle does not identify traffic within the town as either a weakness or threat to future tourism. <sup>32</sup> Visitors are considered likely to continue to be attracted to the town for its Norman castle, Bowes Museum, historic buildings and architecture, independent shops, surrounding dales landscape and historic connections such as Dickens.	
	<b>B:</b> Safeguard the corridor of interest to the east of the town linking the A688 with Egglestone Abbey Bridge	×	×	×	Possible	Countywide	Direct  Potential for Permanent effects	Safeguarding the corridor of interest will prevent any otherwise suitable 'development in the countryside' proposals within it which could contribute positively to the rural economy in the short, medium and potentially longer term.  In the event that the corridor is safeguarded, funding for a road is secured and longer term delivery is achieved, reduced traffic in the town centre, whilst potentially improving the visitor experience could also reduce instances of unplanned stops and spend in the town centre. In addition the relief road is considered likely to increase traffic volumes in the Bede Road area of town. This may increase congestion in this area increasing journey times to access the main employer Glaxo and businesses within Harmire Enterprise Park.	<b>ECO1:</b> The restriction of other forms of development and reduction in unplanned stops are residual effects. Potential increased levels of congestion in the Bede road area may be mitigated through demand measures. Further modelling of these would however be required.
<b>8. To reduce the causes of climate change</b>	<b>A:</b> Business as usual – do not safeguard the corridor of interest	0	0	0	-	-	-	There will be no change in traffic flows and associated emissions as a result of this option.	-
	<b>B:</b> Safeguard the corridor of interest to the east of the town linking the A688 with Egglestone Abbey Bridge	0	0	×	Probable	Barnard Castle and beyond	Direct  Potential for permanent effects.	Whilst safeguarding the corridor of interest in itself will have no effect on greenhouse gas emissions, in the event that it is protected, funding is achieved and the relief road delivered, negative longer term effects against this objective are predicted.  The corridor of interest is less direct and will increase distances travelled and associated emissions. In addition, whilst the road will decrease traffic volumes in the town centre and time vehicles spend idling at	<b>N/A</b> – Increased greenhouse gas emissions are a residual effect

<sup>32</sup> A Caffyn (2013) Market Town Welcome – Destination Plan for Barnard Castle Visit County Durham



								the traffic lights or butter market and associated emissions, this benefit may be offset by increased traffic volumes in the Bede road area and time spent queuing and associated emissions to access Bede Road, Harmire Road and Victoria Road. Furthermore, the construction, operation and maintenance of a new road will increase greenhouse emissions	
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	<b>A:</b> Business as usual – do not safeguard the corridor of interest	0	0	0	-	-	-	There will be no changes to existing conditions as a result of selecting this option on the ability to adapt to climate change.	-
	<b>B:</b> Safeguard the corridor of interest to the east of the town linking the A688 with Egglestone Abbey Bridge	0	0	×	Possible	Barnard Castle	Indirect  Potential for permanent effects.	Whilst safeguarding the corridor of interest in itself will have no effect on the ability to adapt to climate change, in the event that the corridor is protected, funding is achieved and the road delivered, the potential for negative longer term effects are predicted. The corridor is not within a flood zone but does transect an area of surface water flood risk associated with Black Beck. The road will also increase hardstanding in the area and surface water run off which may contribute to increasing flood risk elsewhere.	<b>ENV1:</b> Proposals should be subject to flood risk assessments and appropriate sustainable urban drainage systems should be incorporated into the design.
<b>10. To protect and enhance biodiversity and geodiversity</b>	<b>A:</b> Business as usual – do not safeguard the corridor of interest	0	0	0	-	-	-	There will be no changes to existing biodiversity and geodiversity resources in the event that this option is selected other than what may occur as a result of other development proposals being approved within the alignment.	-
	<b>B:</b> Safeguard the corridor of interest to the east of the town linking the A688 with Egglestone Abbey Bridge	✓	✓	×	Possible	Countywide	Direct  Potential for permanent effects.	Safeguarding the corridor of interest will indirectly contribute towards protecting biodiversity and geodiversity resources within it from any other forms of development proposals in the short and mid term. However, in the event that the corridor is protected, funding is achieved and the road delivered, the potential for negative longer term effects are predicted.  The corridor of interest does not transect any designated wildlife sites the nearest being Teesbank Wood, Rokesby Local Wildlife Site at approximately 700 metres south of the A67 to C146 section. As the	<b>ENV2:</b> Further assessment of biodiversity and geodiversity resources are likely to be required, though an EIA in order to support any future planning proposals.

								corridor transects predominantly arable fields it may be of relatively low ecological value but this would need to be considered further through an Environmental Impact Assessment (EIA) of any proposals including the presence or absence of protected species. However, it is likely that the route would involve the loss of hedgerows and possibly mature tree species.	The design of the road must minimise impact upon habitats as much as possible and offer mitigation in the form of habitat creation as part of the landscape design process for the road. Such habitat creation must be designed to support protected and priority species presence and continuity across the site.
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	<b>A:</b> Business as usual – do not safeguard the corridor of interest	0	0	0	Minor negative possible	Barnard Castle	Direct and residual.  Potential for permanent effects	There will be no changes to existing landscape and townscape character and quality in the event that this option is selected other than what may occur as a result of other development proposals being approved within the alignment. However, it is recognised that not safeguarding the corridor could result in a potential lost opportunity to decrease traffic volumes within the town centre and their associated impact upon the perceived quality of the townscape and people's experience of it. These benefits that could be lost as a result of not safeguarding the corridor may however, be offset by increasing traffic volumes to the north of the town and associated effect on townscape quality in this area.	-
	<b>B:</b> Safeguard the corridor of interest to the east of the town linking the A688 with Egglestone Abbey Bridge	✓	✓	xx	Possible	Barnard Castle	Direct  Potential for permanent effects.	Safeguarding the corridor of interest will indirectly contribute towards protecting landscape character and quality associated with the land transected by the route from any other forms of development proposals within it in the short and mid term. However, in the event that the corridor is protected, funding is achieved and a relief road delivered, the potential for significantly negative longer term effects are predicted.	<b>ENV3:</b> Significant adverse effects may be minimised to some extent by the design of the road and mitigation measures such as vegetation

								The corridor transects land identified by the Landscape Strategy as a Landscape Conservation Area and also an area of high landscape value. The topography of the land is such that the route of the new road is also likely to be highly visible. It is likely that the route would also involve the loss of hedgerows and possibly mature tree species.	planting at key points along the route. The measures should be informed by a landscape and visual assessment as part of an EIA of proposals.
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	<b>A:</b> Business as usual – do not safeguard the corridor of interest	0	0	×	Possible  Effects are only considered to be negative in the longer term as in the event that the route is safeguarded it's delivery is likely to be a long term measure	Barnard Castle	Direct and residual.  Potential for permanent effects	Not safeguarding the corridor will not contribute towards removing further risk to the Grade I listed Butter Market Cross as a result of collisions. The Market cross presents a significant obstacle and whilst most local hauliers are able to negotiate the area successfully others find the manoeuvre more difficult and have caused damage to the structure in the past. However, this may not be a significant issue as short term work to realign the carriageway to assist drivers of large vehicles appears to be relatively successful. Historic England welcome innovative transport management solutions and identify that small scale measures can be an effective means of addressing transport problems and help to reduce the impact on the historic environment. <sup>33</sup>  Not safeguarding the corridor could result in a lost opportunity to reduce traffic flows through the town centre which contains a high proportion of designated heritage assets and is designated as a Conservation Area. Whilst traffic vibrations may cause problems to fragile historic buildings and structure, possibly exacerbating existing cosmetic damage, and can adversely impact upon the ambience and experience of the town and its Conservation area, traffic is not cited as a threat to heritage within the conservation area character appraisal. <sup>34</sup>	N/A – This is a residual effect
	<b>B:</b> Safeguard the corridor of interest to the east of the town	✓	✓	✓/×	Possible	Barnard Castle	Direct	Safeguarding the corridor of interest will indirectly contribute towards protecting the historic environment	<b>ENV4:</b> Further assessment of effects to heritage

<sup>33</sup> Historic England – Transport and the Historic Environment - <https://historicengland.org.uk/advice/planning/infrastructure/planning-and-transport/>

<sup>34</sup> Archaeo-Environment Ltd (2008) Barnard Castle, County Durham Conservation Area Character Appraisal Durham County Council (formerly Teesdale District Council)

	linking the A688 with Egglestone Abbey Bridge						Potential for permanent effects.	<p>associated with the route from other development proposals within the short and mid term.</p> <p>In the event that the road is delivered in the longer term as a result of safeguarding and securing funding, further risk of damage to the Market Cross as a result of HGV collisions will be avoided and traffic flows through the town centre will be reduced. However, the corridor transects a dismantled railway line which may be a non-designated heritage feature in its own right and may also impact upon the wider setting of the Grade I listed Bowes Museum and Grade II listed Barnard Castle School. Traffic volumes utilising the Grade I listed County bridge and Grade II* listed Abbey Bridge would remain unaltered as a result of a relief road. Whilst, the corridor is not within an area of archaeological interest the impact upon archaeology is uncertain and further detailed assessment of proposals would be required. A mixture of both positive and negative effects to heritage could therefore occur as a result of this option.</p>	assets would be required to support any future planning proposal
<b>13. To protect and improve air, water and soil resources</b>	<b>A:</b> Business as usual – do not safeguard the corridor of interest	0	0	0	-	-	-	The option to not safeguard the corridor of interest will have no impact upon existing air, water and soil resources and quality over and above any existing levels caused by traffic passing through Barnard Castle. Please note that Barnard Castle is not subject to an air quality management area (AQMA) indicating that existing traffic levels are not exceeding national air quality objectives.	-
	<b>B:</b> Safeguard the corridor of interest to the east of the town linking the A688 with Egglestone Abbey Bridge	✓	✓	✗	Possible	Barnard Castle	Direct  Potential for permanent effects.	<p>Whilst safeguarding the corridor of interest will indirectly protect water and soil resources from other forms of development along the route in the short and mid term, longer term negative effects are predicted in the event that the road is delivered as a result of safeguarding and securing funding. These are described as follows:</p> <p><b>Air</b> – the relief road will increase distances travelled and associated emissions to air.</p>	<b>ENV5:</b> Increased emissions to air and the potential loss of best and most versatile agricultural land are residual effects. Further assessment of effects to water

								<p><b>Water</b> – The corridor of interest transects Black Beck and is in close proximity to drains and springs in the area. Construction and run off from the road therefore have the potential to impact upon water quality. Further in depth assessment of proposals should be undertaken to accompany an Environmental Impact Assessment (EIA)</p> <p><b>Land/Soil</b> – The corridor of interest transects approximately 2 km in length of Grade 3 agricultural land some or all of which may be Grade 3a (good) constituting best and most versatile agricultural land. Therefore, a road within the corridor has the potential to result in the loss of productive agricultural land and the construction of the road may degrade soil quality depending upon its management.</p>	and soil resources, along with mitigating measures as part of an EIA to support planning proposals would be required.
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	<b>A:</b> Business as usual – do not safeguard the corridor of interest	0	0	✓	Possible Effects are only considered to be positive in the longer term as in the event that the corridor is safeguarded the delivery of a relief road is likely to be a long term measure	Barnard Castle	Direct Potential for permanent effects	The option to not safeguard the corridor of interest will ensure a continued reliance on existing infrastructure thereby avoiding resource use and waste generation.	-
	<b>B:</b> Safeguard the corridor of interest to the east of the town linking the A688 with Egglestone Abbey Bridge	0	0	×	Possible	Barnard Castle	Direct and residual.  Potential for permanent effects	Compared to option B, safeguarding the corridor has the potential to increase resource use and waste in the event that a relief road within the corridor is delivered in the longer term.	<b>N/A- this is a residual effect</b>

<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	<b>A:</b> Business as usual – do not safeguard the corridor of interest	0	0	✓	Possible Effects are only considered to be positive in the longer term as in the event that the corridor is safeguarded the delivery of a relief road is likely to be a long term measure	Barnard Castle	Direct Potential for permanent effects	The option to not safeguard the corridor of interest will ensure a continued reliance on existing infrastructure thereby avoiding use of primary aggregates.	-
	<b>B:</b> Safeguard the corridor of interest to the east of the town linking the A688 with Egglestone Abbey Bridge	0	0	×	Possible	Barnard Castle	Direct and residual. Potential for permanent effects	Compared to option B, safeguarding the corridor has the potential to increase primary aggregate use in the event that a relief road is delivered within it in the longer term.	<b>N/A- this is a residual effect</b>

**Policy 25: Provision of Transport Infrastructure**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 26: Developer Contributions**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 27: Green Infrastructure**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 28: Utilities, Telecommunications and Other Broadcast Infrastructure**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 29: Safeguarded Areas**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 30: Sustainable Design**

Table 14 Policy 30 Issue/Option: Should the County Durham Plan set energy targets and if so which?								
SA/SEA Object. Number	Options	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation
		S	M	L				
1. To provide everybody with the opportunity to live in a decent and affordable home	<b>Option A:</b> Have no prescribed energy target for development	0	X	X	Probable	Countywide	Permanent	Having no prescribed energy target for new development will mean that development will continue to be built at minimum building regulation standards, which is therefore unlikely to improve energy efficiency and fuel poverty.
	<b>Option B:</b> Incorporation of 10% carbon reduction target for all new development	✓	✓	✓	Certain	Countywide	Permanent	The incorporation of a prescribed target, will assist in the delivery of energy efficient homes, with the likelihood of a reduction in fuel poverty as new homes as a direct result of the target will be more efficient.
	<b>Option C:</b> Incorporate requirement to deliver the Home Quality Mark (HQM)	✓	✓	✓	Certain	Countywide	Permanent	The incorporation of the Home Quality Mark requirement, will ensure that homes built are both decent and lack problems (i.e. an assessment of their quality). It will help improve energy efficiency, through encouragement of energy efficiency measures
	<b>Option D:</b> Incorporate requirement to include BREEAM requirement for non-domestic development	0	0	0				No Impact

<b>2. To promote strong secure communities</b>	<b>Option A:</b> Have no prescribed energy target for development	0	0	0				No Impact
	<b>Option B:</b> Incorporation of 10% carbon reduction target for all new development	0	0	0	Possible	Countywide	Permanent	Having more efficient homes may help to cater for the needs of older people as the target would deliver more energy efficient homes.
	<b>Option C:</b> Incorporate requirement to deliver the Home Quality Mark (HQM)	✓	✓	✓	Certain	Countywide	Permanent	The Home Quality Mark could assist in the promotion of strong and secure communities as it links to the design and character of the development, transport, green space and service provision.
	<b>Option D:</b> Incorporate requirement to include BREEAM requirement for non-domestic development	✓	✓	✓	Certain	Countywide	Permanent	BREEAM encourages thinking across a range of issues which will have impacts across the community. For example, ensuring good transport links will help to promote strong communities.
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	<b>Option A:</b> Have no prescribed energy target for development	0	0	0				No Impact
	<b>Option B:</b> Incorporation of 10% carbon reduction target for all new development	0	0	0	Possible	Countywide	Permanent	Having more efficient homes could raise educational and employment aspirations, if people are enjoying warm, cost minimal homes.
	<b>Option C:</b> Incorporate requirement to deliver the Home Quality Mark (HQM)	✓	✓	✓	Probable	Countywide	Permanent	The HQM aims to promote homes that are healthy and are close to service provision, including educational establishments. A key element of the HQM is knowledge sharing, including householder support and training for site operatives.



	<b>Option D:</b> Incorporate requirement to include BREEAM requirement for non-domestic development	✓	✓	✓	Probable	Countywide	Permanent	BREEAM may provide opportunities for continued learning opportunities for developers. Creating environments that are healthy to work in will assist in maintaining a healthy labour market
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	<b>Option A:</b> Have no prescribed energy target for development	0	0	0				No Impact
	<b>Option B:</b> Incorporation of 10% carbon reduction target for all new development	0	0	0				No Impact
	<b>Option C:</b> Incorporate requirement to deliver the Home Quality Mark (HQM)	✓✓	✓✓	✓✓	Certain	Countywide	Permanent	The HQM aims to promote homes that are healthy through air quality, lighting, noise, temperature and energy considerations. Green Space is also a consideration and is likely therefore to reduce both real and perceived health impacts.
	<b>Option D:</b> Incorporate requirement to include BREEAM requirement for non-domestic development	✓✓	✓✓	✓✓	Certain	Countywide	Permanent	Creating environments that are healthy to work in will assist in maintaining a healthy labour market. Providing provision of cycling storage and changing facilities for example are key elements of BREEAM and are likely to have significant impacts upon the health of staff.
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	<b>Option A:</b> Have no prescribed energy target for development	0	0	0				No Impact
	<b>Option B:</b> Incorporation of 10% carbon reduction	0	0	0				No Impact

	target for all new development							
	<b>Option C:</b> Incorporate requirement to deliver the Home Quality Mark (HQM)	✓✓	✓✓	✓✓	Certain	Countywide	Permanent	Ensuring efficient movement and connectivity within a development is a key consideration of the HQM. Ensuring a good balance of public transport provision alongside opportunities for cycling and walking and electric car charging. It also encourages good accessibility rewarding development that are located close to basic services and retail.
	<b>Option D:</b> Incorporate requirement to include BREEAM requirement for non-domestic development	✓✓	✓✓	✓✓	Certain	Countywide	Permanent	Ensuring efficient movement and connectivity within a development is a key consideration of BREEAM. Ensuring a good balance of public transport provision alongside opportunities for cycling (including the provision of changing and showering facilities) and walking and electric car charging.
<b>6. To alleviate deprivation and poverty</b>	<b>Option A:</b> Have no prescribed energy target for development	0	0	×	Probable	Countywide	Permanent	Having no prescribed target will mean that development remains at minimum BRegs standards. This would not therefore help those on lower incomes or contribute towards regeneration initiatives and may in the longer term mean that residents have to pay more than otherwise for energy costs.
	<b>Option B:</b> Incorporation of 10% carbon reduction target for all new development	✓	✓	✓	Certain	Countywide	Permanent	Having more efficient homes will help those on lower incomes by ensuring homes cost less to run, thereby having more disposable income. Ensuring that the target is equally spread across the County is essential to ensure that it is not just delivered in those more viable areas.
	<b>Option C:</b> Incorporate requirement to deliver the Home Quality Mark (HQM)	✓	✓	✓	Probable	Countywide	Permanent	Promoting homes that have better accessibility is likely to alleviate deprivation as it helps to ensure public transport provision is appropriate and that connectivity to jobs and services is also appropriate.
	<b>Option D:</b> Incorporate requirement to include BREEAM requirement for non-	✓	✓	✓	Probable	Countywide	Permanent	Development that has good connectivity to homes and communities is likely to have a positive impacts in terms of linking employment with housing, thereby helping to reduce unemployment.

	domestic development							
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	<b>Option A:</b> Have no prescribed energy target for development	0	0	0	Possible	Countywide	Permanent	Development will be encouraged to improve energy efficiency standards, however having no prescribed targets may result in a less diverse economy especially over the longer term
	<b>Option B:</b> Incorporation of 10% carbon reduction target for all new development	✓	✓	✓	Probable	Countywide	Permanent	The option is likely to have a positive impact on the economy through increased employment and business diversity through expansion/retention of renewable energy companies. The option may assist in retaining local services and will increase the amount of disposable income available for both business and residents. It is likely that more efficient buildings are likely to attract higher rents and have reduced running costs <sup>35</sup>
	<b>Option C:</b> Incorporate requirement to deliver the Home Quality Mark (HQM)	✓	✓	✓	Probable	Countywide	Permanent	The HQM will help to ensure that homes cost less to run and are healthy environments, meaning that people will have more disposable income and that the number of days lost to sickness could be reduced. Ensuring good connectivity and public transport provision will assist in mitigating traffic congestion
	<b>Option D:</b> Incorporate requirement to include BREEAM requirement for non-domestic development	✓✓	✓✓	✓✓	Certain	Countywide	Permanent	Buildings built to BREEAM standards are more likely to attract higher rents and have reduced running costs. They could also help reduce traffic congestion, if connectivity and cycling facilities are sufficiently incorporated into the design.
<b>8. To reduce the causes of climate change</b>	<b>Option A:</b> Have no prescribed energy target for development	×	×	×	Certain	Countywide	Permanent	Having no prescribed target the option is unlikely to reduce the demand for energy and will not contribute to wider renewable energy use.

<sup>35</sup> <http://europe-re.com/rics-green-buildings-attracting-higher-rents-us/28198>

	<b>Option B:</b> Incorporation of 10% carbon reduction target for all new development	✓✓	✓✓	✓✓	Certain	Countywide	Permanent	The option will reduce the demand for energy through increased energy efficiency standards and potentially contribute to the development or wider use of renewable energy sources.
	<b>Option C:</b> Incorporate requirement to deliver the Home Quality Mark (HQM)	✓	✓	✓	Certain	Countywide	Permanent	The option will reduce the demand for energy through the promotion of energy efficiency standards and potentially contribute to the development or wider use of renewable energy sources. It could also reduce the demand for energy from transport through the provision of electric car charging points
	<b>Option D:</b> Incorporate requirement to include BREEAM requirement for non-domestic development	✓✓	✓✓	✓✓	Certain	Countywide	Permanent	The incorporation of a BREEAM Assessment requirement, will help to ensure that non-domestic development is built to high standards incorporating a wide range key sustainability measures, including energy efficiency. It will assist in minimising waste during construction and could potentially assist in reducing the energy demand from transport through the provision of electric car charging and cycling facilities.
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	<b>Option A:</b> Have no prescribed energy target for development	0	×	×	Probable	Countywide	Permanent	Having no prescribed target is unlikely to assist buildings cope with climate extremes. By definition they are likely to be more vulnerable if energy is still required from the grid.
	<b>Option B:</b> Incorporation of 10% carbon reduction target for all new development	✓	✓	✓	Certain	Countywide	Permanent	The option will help buildings cope with climate extremes, through increased insulation and potentially less reliance on grid supplied electricity or heating
	<b>Option C:</b> Incorporate requirement to deliver the Home Quality Mark (HQM)	✓	✓	✓	Probable	Countywide	Permanent	The HQM rewards sites that take into account flood risk and open space provision. It also encourages high quality broadband provision which could assist in resilience. It also considers the risk of overheating in new homes.
	<b>Option D:</b> Incorporate requirement to include BREEAM	✓✓	✓✓	✓✓	Certain	Countywide	Permanent	BREEAM encourages appropriate use of energy, including shading to avoid overheating, sustainable land use, habitat protection and creation and biodiversity management.

	requirement for non-domestic development							
<b>10. To protect and enhance biodiversity and geodiversity</b>	<b>Option A:</b> Have no prescribed energy target for development	0	0	0				No Impact
	<b>Option B:</b> Incorporation of 10% carbon reduction target for all new development	0	0	0				No Impact
	<b>Option C:</b> Incorporate requirement to deliver the Home Quality Mark (HQM)	0	0	0				HQM encourages development to locate near to open space, and to create open space for larger development
	<b>Option D:</b> Incorporate requirement to include BREEAM requirement for non-domestic development	✓	✓	✓	Probable	Countywide	Permanent	BREEAM encourages sustainable land use, habitat protection and creation and biodiversity management.
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	<b>Option A:</b> Have no prescribed energy target for development	0	0	0				No Impact
	<b>Option B:</b> Incorporation of 10% carbon reduction target for all new development	0	0	0	Possible	Countywide	Permanent	The option may assist in promoting good quality design through more innovative design solutions that achieve the prescribed target.
	<b>Option C:</b> Incorporate requirement to	✓	✓	✓	Probable	Countywide	Permanent	The design of the home and development is an essential element within the HQM. Homes should take into account

	deliver the Home Quality Mark (HQM)							local character, whilst creating an attractive design that adds to the overall quality and character of the area.
	<b>Option D:</b> Incorporate requirement to include BREEAM requirement for non-domestic development	✓	✓	✓	Probable	Countywide	Permanent	The design of the development is an essential element within BREEAM. Buildings should take into account local character, whilst creating an attractive design that adds to the overall quality and character of the area. It encourages appropriate land use, habitat creation and protection and use of low value brownfield habitat.
<b>12. To protect and enhance cultural heritage and the historic environment</b>	<b>Option A:</b> Have no prescribed energy target for development	0	0	0				No Impact
	<b>Option B:</b> Incorporation of 10% carbon reduction target for all new development	0	0	0				No Impact
	<b>Option C:</b> Incorporate requirement to deliver the Home Quality Mark (HQM)	✓	✓	✓	Probable	Countywide	Permanent	The design of the home and development is an essential element within the HQM. Homes should take into account local character, whilst creating an attractive design that adds to the overall quality and character of the area.
	<b>Option D:</b> Incorporate requirement to include BREEAM requirement for non-domestic development	✓	✓	✓	Probable	Countywide	Permanent	The design of the development is an essential element within BREEAM. Buildings should take into account local character, whilst creating an attractive design that adds to the overall quality and character of the area. It encourages appropriate land use, habitat creation and protection and use of low value brownfield habitat.
<b>13. To protect and improve air, water and soil resources</b>	<b>Option A:</b> Have no prescribed energy target for development	0	0	0				No Impact
	<b>Option B:</b> Incorporation of 10%	0	0	0				No Impact

	carbon reduction target for all new development							
	<b>Option C:</b> Incorporate requirement to deliver the Home Quality Mark (HQM)	✓	✓	✓	Probable	Countywide	Permanent	The HQM will encourage good air quality/ventilation within homes as well as consideration of energy efficiency measures. Knowledge sharing will assist in reducing water use within construction. Throughout the construction waste will be considered, including soil resources
	<b>Option D:</b> Incorporate requirement to include BREEAM requirement for non-domestic development	✓✓	✓✓	✓✓	Certain	Countywide	Permanent	Water, Pollution, Health and wellbeing and land use are all key elements within BREEAM and are considered intrinsically. Improving connectivity is also likely to reduce air quality impacts.
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	<b>Option A:</b> Have no prescribed energy target for development	0	0	0				No Impact
	<b>Option B:</b> Incorporation of 10% carbon reduction target for all new development	✓	✓	✓	Certain	Countywide	Permanent	The option will minimise the use of non-renewable resources, such as energy.
	<b>Option C:</b> Incorporate requirement to deliver the Home Quality Mark (HQM)	✓	✓	✓	Certain	Countywide	Permanent	HQM encourages efficient processes throughout construction, including energy, waste and water.
	<b>Option D:</b> Incorporate requirement to include BREEAM requirement for non-domestic development	✓✓	✓✓	✓✓	Certain	Countywide	Permanent	BREEAM encourages efficient processes throughout construction, including energy, waste and water. Re-use of materials and building are also encouraged where appropriate.

<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment.</b>	<b>Option A:</b> Have no prescribed energy target for development	<b>0</b>	<b>0</b>	<b>0</b>				No Impact
	<b>Option B:</b> Incorporation of 10% carbon reduction target for all new development	<b>0</b>	<b>0</b>	<b>0</b>				No Impact
	<b>Option C:</b> Incorporate requirement to deliver the Home Quality Mark (HQM)	<b>0</b>	<b>0</b>	<b>0</b>				HQM has some focus upon land contamination and remediation
	<b>Option D:</b> Incorporate requirement to include BREEAM requirement for non-domestic development	<b>0</b>	<b>0</b>	<b>0</b>				BREEAM does encourage construction upon brownfield sites.

<b>Table 15 Policy 30 Issue/Option: Should the County Durham Plan set space standards for new development?</b>								
<b>SA/SEA Object. Number</b>	<b>Options</b>	<b>Impact &amp; Timescale of Effects</b>			<b>Likelihood of Effect</b>	<b>Spatial Scale</b>	<b>Type of Effect</b>	<b>Commentary/ Explanation</b>
		<b>S</b>	<b>M</b>	<b>L</b>				
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	<b>Option A:</b> Adoption of Govt internal space standards.	✓	✓	✓	Probable	Countywide	Permanent	The adoption of 'minimum' space standards may assist in ensuring that a diverse housing type and mix is available across the County. The Govt introduced the standard as a minimum, therefore its adoption should help to provide better more decent homes



	<b>Option B:</b> Do not adopt Govt internal space standards	0	0	0				The option would leave the determination of standards open to the market to be decided through planning. It is unlikely that it would impact upon affordable homes
<b>2. To promote strong secure communities</b>	<b>Option A:</b> Adoption of Govt internal space standards.	✓	✓	✓	Probable	Countywide	Permanent	Improved space standards may assist in helping to cater for the needs of older people, by ensuring rooms are bigger and more easily navigable.
	<b>Option B:</b> Do not adopt Govt internal space standards	0	0	0				No Impact
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	<b>Option A:</b> Adoption of Govt internal space standards.	0	0	0				No Impact
	<b>Option B:</b> Do not adopt Govt internal space standards	0	0	0				No Impact
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	<b>Option A:</b> Adoption of Govt internal space standards.	?	?	?	Possible	Countywide	Permanent	The provision of 'Govt' minimum space standards could help to improve mental health through the provision of larger more adaptable rooms helping to create a feeling of 'space'. The Govt currently recognise as these as the minimum space standards.

	<b>Option B:</b> Do not adopt Govt internal space standards	0	0	0				No Impact
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	<b>Option A:</b> Adoption of Govt internal space standards.	0	0	0				No Impact
	<b>Option B:</b> Do not adopt Govt internal space standards	0	0	0				No Impact
<b>6. To alleviate deprivation and poverty</b>	<b>Option A:</b> Adoption of Govt internal space standards.	0	0	0				No Impact
	<b>Option B:</b> Do not adopt Govt internal space standards	0	0	0				No Impact
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	<b>Option A:</b> Adoption of Govt internal space standards.	✓	✓	✓	Probable	Countywide	Permanent	The provision of the space standards could indirectly assist in promoting growth and economic diversity by having larger and better quality homes that people aspire to.

	<b>Option B:</b> Do not adopt Govt internal space standards	0	x	x	Probable	Countywide	Permanent	Conversely, the option may continue to precipitate the continued outflow of young people from the area.
<b>8. To reduce the causes of climate change</b>	<b>Option A:</b> Adoption of Govt internal space standards.	0	0	0				No Impact
	<b>Option B:</b> Do not adopt Govt internal space standards	0	0	0				No Impact
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	<b>Option A:</b> Adoption of Govt internal space standards.	0	0	0				No Impact
	<b>Option B:</b> Do not adopt Govt internal space standards	0	0	0				No Impact
<b>10. To protect and enhance biodiversity and geodiversity</b>	<b>Option A:</b> Adoption of Govt internal space standards.	0	0	0				No Impact
	<b>Option B:</b> Do not adopt Govt internal	0	0	0				No Impact

	space standards							
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	<b>Option A:</b> Adoption of Govt internal space standards.	✓	✓	✓	Probable	Countywide	Permanent	The option will encourage good quality design, leading to long lasting positives for residents.
	<b>Option B:</b> Do not adopt Govt internal space standards	0	×	×	Probable	Countywide	Permanent	Conversely it is likely that the non adoption of the policy will continue to precipitate standard design for new development.
<b>12. To protect and enhance cultural heritage and the historic environment</b>	<b>Option A:</b> Adoption of Govt internal space standards.	0	0	0				No Impact
	<b>Option B:</b> Do not adopt Govt internal space standards	0	0	0				No Impact
<b>13. To protect and improve air, water and soil resources</b>	<b>Option A:</b> Adoption of Govt internal space standards.	0	0	0				No Impact
	<b>Option B:</b> Do not adopt Govt internal space standards	0	0	0				No Impact

<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	<b>Option A:</b> Adoption of Govt internal space standards.	<b>0</b>	<b>0</b>	<b>0</b>				No Impact
	<b>Option B:</b> Do not adopt Govt internal space standards	<b>0</b>	<b>0</b>	<b>0</b>				No Impact
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment.</b>	<b>Option A:</b> Adoption of Govt internal space standards.	<b>0</b>	<b>0</b>	<b>0</b>				No Impact
	<b>Option B:</b> Do not adopt Govt internal space standards	<b>0</b>	<b>0</b>	<b>0</b>				No Impact

**Policy 31: Hot Food Takeaways**

Table 16 Policy 31 Issue/Option: What policy approach should be taken to hot food takeaways?									
SA/SEA Object. Number	Options	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
		S	M	L					

<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	<b>Option A:</b> Do not intervene and allow all A5 uses subject to meeting planning permission and other Plan policies' requirements.	0	0	0	-	-	-	Impacts are likely to be minor/ no significant link. However, not restricting the number of hot food takeaways could result in negative amenity impacts on homes through noise, odours and litter; and therefore reducing the number of homes considered decent.	Not applicable as this option involves no intervention on hot food takeaways specifically and any change in use would be subject to planning permission and other policy requirements.
	<b>Option B:</b> Planning applications for A5 uses will only be approved where the proposal would not result in more than 5% of the premises within the centre being in A5 use and A5 uses within 400m of a school or college building will not be permitted.	0	0	0	-	-	-	Impacts are likely to be minor/ no significant link. However, limiting the number of hot food takeaways in an area could positively contribute to ensuring that homes are considered to be in a 'healthy' and 'decent' environment (e.g. no amenity issues relating to noise, odours and litter).	-
<b>2. To promote strong secure communities</b>	<b>Option A:</b> Do not intervene and allow all A5 uses subject to meeting planning permission and other Plan policies' requirements.	x	x	xx	Probable	County-wide East Durham Mid-Durham North Durham	Direct Permanent	Not restricting hot food takeaways is considered likely to have adverse impacts in terms of strong, secure communities; with the potential for significant adverse effects over the long-term as the quantity of hot food takeaway units would increase over the Plan period.  Given that A5 units are often closed during the day, particularly in the mornings and afternoons, it is considered that a high concentration of them would adversely affect the vitality and viability of centres. In centres where there is a high concentration of hot food takeaways excessive noise, odours and litter will also be generated as a result. This plus the fact that such commercial units are open in the evening they will support the evening economy could increase anti-social behaviour. All of which is likely to have an adverse impact on community cohesion and people's sense of safety in the commercial centres.	-

								Such impacts are more likely to be negative because there are already several settlements across the County have a high concentration of A5 uses in their centre: e.g. the 2015 Town Centre Surveys highlight that of Durham's commercial centres there is between 1.6% and 9.3% of units in A5 use. Issues are likely to be more significant in the settlements where there are already more than 5% of commercial units (e.g. Consett, Ferryhill, Crook, Seaham, Spennymoor and Shildon).	
	<b>Option B:</b> Planning applications for A5 uses will only be approved where the proposal would not result in more than 5% of the premises within the centre being in A5 use and A5 uses within 400m of a school or college building will not be permitted.	✓	✓	✓	Probable	Count-wide East Durham Mid-Durham North Durham	Direct Permanent	<p>This option will restrict the growth of hot food takeaways in various centres across the County generally as well as not permit any more A5 use in those centres where over 5% of commercial units are already in such use. This will help to ensure that new development in such locations is appropriate, which will contribute to cohesive communities.</p> <p>Specifically, this option will help to protect the commercial offer in centres and reduce the impression of underutilised units (e.g. takeaways are often closed in mornings and afternoons); which will improve their real and perceived vibrancy and help to encourage a wider sense of community cohesion and safety.</p> <p>Moreover it is considered that this option will avoid/ mitigate the likely amenity issues associated with a concentration of A5 uses (e.g. excessive noise, odours, and litter). As stated above, such issues are likely to have adverse effects on community cohesion and safety.</p>	-
<b>3. To improve education, training and life-long learning, and</b>	<b>Option A:</b> Do not intervene and allow all A5 uses subject to meeting planning permission and other	×	×	×	Probable	Count-wide East Durham Mid-Durham	Direct Permanent	Not restricting the number of hot food takeaways is likely to negatively impact on improving education, training and life-long learning. This is because it does not ensure a variety of commercial uses within centres across the County; and as such restricts the	-

maintain a healthy labour market	Plan policies' requirements.					North Durham		<p>range and quality of job/ training opportunities available. This could limit people's educational/ employment aspirations. While jobs/ training in the fast food sector will provide some people with opportunities and flexibility, it is relatively insecure and may not provide personal development prospects. As such, the potential to improve the County's skills base would not be harnessed.</p> <p>Lack of high-quality employment/ training opportunities that will help to raise aspirations as a result of a high concentration of hot food takeaways is already likely to be an issue in those settlements where more than 5% of commercial units are in A5 use: e.g. Consett, Ferryhill, Crook, Seaham, Spennymoor and Shildon). This option will only exacerbate this.</p> <p>In addition, allowing hot food takeaways near to schools/ colleges could adversely affects pupils' nutrition and energy/ concentration levels throughout the day; which could have an adverse impact on educational performance<sup>36</sup>.</p> <p>Poor health and obesity can also have negative impacts on education and employment participation (e.g. attendance and sick days) and so the option could also help promote an unhealthy student population and labour force.</p> <p>These points combined to mean there is potential for significant adverse impacts over the long-term.</p>	
	<b>Option B:</b> Planning applications for A5 uses will only be	✓	✓	✓	Probable	County-wide	Direct Permanent	This option will restrict the growth of hot food takeaways in various centres across the County generally as well as not permit any	<b>SOC1: Ensure any policy based on this option covers school and college buildings yet to be</b>

<sup>36</sup> Wilder Research (2014), 'Nutrition and Students' Academic Performance' <https://www.wilder.org/Wilder-Research/Publications/Studies/Fueling%20Academic%20Performance%20%20Strategies%20to%20Foster%20Healthy%20Eating%20Among%20Students/Nutrition%20and%20Students%27%20Academic%20Performance.pdf>



	approved where the proposal would not result in more than 5% of the premises within the centre being in A5 use and A5 uses within 400m of a school or college building will not be permitted.					East Durham Mid-Durham North Durham		<p>more A5 use in those centres where over 5% of commercial units are already in such use. As such this option will help to encourage economic diversity in centres and keep units available for other appropriate commercial uses/ businesses. This is option is therefore likely to support a larger range of and higher quality job/ training opportunities. This could raise the educational/ employment aspirations of people as a result.</p> <p>In addition, restricting hot food takeaways near to schools should improve pupils' nutrition and health outcomes in children and young adults. As a result this could help to improve educational performance<sup>37</sup> of individuals and institutions. Poor health and obesity can also have negative impacts on education and employment participation (e.g. attendance and sick days) and so the option could also help promote a healthier student population and labour force.</p>	<b>developed as well as existing to ensure positive effects are secured.</b>
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	<b>Option A:</b> Do not intervene and allow all A5 uses subject to meeting planning permission and other Plan policies' requirements.	xx	xx	xx	Certain	County-wide East Durham Mid-Durham North Durham	Direct Indirect Permanent	<p>The provision of hot food takeaways is of particular concern to promoting healthy lifestyles and reducing health inequalities. This is because food from takeaway outlets is often high in salt, fat and sugar making it difficult to make a healthy choice<sup>38</sup>. It is also recognised that approximately 40% of the calories in meals and snacks eaten outside the home tend to come from fat<sup>39</sup>.</p> <p>Evidence also demonstrates that there are already high concentrations of takeaways in relatively deprived areas of the County<sup>40</sup>. For</p>	-

<sup>37</sup> *Ibid.*

<sup>38</sup> National Consumer Council. Takeaway Health: How takeaway restaurants can affect your chances of healthy diet. London: NCC; 2008. Cited in: Evans N. *Takeaway Food: A briefing paper*. Liverpool: Heart of Mersey; 2011. p.3.

<sup>39</sup> Department for Environment and Rural Affairs. National Food Survey 2000. London: ONS; 2002. Cited in: Evans N. *Takeaway Food: A briefing paper*. Liverpool: Heart of Mersey; 2011.p.3.

<sup>40</sup> The County Durham Retail and Town Centre Uses Study (2016)<http://durhamcc-consult.limehouse.co.uk/portal/planning/cdpev/>

							<p>instance, of County Durham's commercial centres there is between 1.6% and 9.3% of units in A5 use. Specifically Consett, Ferryhill, Crook, Seaham, Spennymoor and Shildon were identified as having more than 5% of commercial units in A5 use. Deprivation, as defined by the Indices of Multiple Deprivation (IMD), takes into account health and so it is likely that residents in such areas experience poor health as well as being on low incomes or unemployment. If left unrestricted, it is predicted that new fast food development would have significant adverse impacts on healthy lifestyles and health inequalities.</p> <p>By allowing a concentration (and in some cases a very high concentration), it will make hot food takeaways cheaper and easier to access due to increased competition. Therefore people may be less like to opt for healthier/ home-cooked options; and it is likely to result in worse health outcomes/ exacerbate health inequalities. The evidence<sup>41</sup> recognises this, but acknowledges that other factors such as the availability of healthy food and transport have an important influence.</p> <p>Amenity issues generated from A5 uses as mentioned above (e.g. noises, odours, and litter) could also have negative impacts on people's mental health and pride in/ perceptions of their local area.</p> <p>Allowing hot food takeaways within a short walking distance from school/ colleges is also likely to have a significant adverse effect on pupils' physical and mental health, academic</p>
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<sup>41</sup> Durham County Council (2017), 'Fast Food and Its Impact on Health'.



							<p>It is widely accepted that the increase in obesity seen in recent decades in the UK, is closely related to the increasing number of fast food and take away outlets<sup>47</sup>. Evidence also demonstrates that there are already high concentrations of takeaways in relatively deprived areas of the County<sup>48</sup> with analysis demonstrating there is a strong association between deprivation and high density of fast food outlets<sup>49</sup>. For instance, of County Durham's commercial centres there is between 1.6% and 9.3% of units in A5 use. Specifically Consett, Ferryhill, Crook, Seaham, Spennymoor and Shildon were identified as having more than 5% of commercial units in A5 use. Deprivation, as defined by the Indices of Multiple Deprivation (IMD), takes into account health and so it is likely that residents in such areas experience poor health as well as being on low incomes or unemployment. Although this option cannot address existing high levels of hot food takeaways identified in certain centres across the County, it will avoid/mitigate further concentrations. As such, positive effects are considered probable. If this approach is used as a combined approach with other plan policies and strategies to promote healthier lifestyles (e.g. walking, cycling, recreational, access to open/ green space), it is likely that significant positive effects can be secured. It is considered that such effects are more likely over the long-term.</p> <p>Restricting hot food takeaways within a short walking distance from school/ colleges is also likely to have a positive effect on pupils' physical and mental health, academic</p>	
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<sup>47</sup> Burgoine T, Lake A, Stamp E, Alvanides S, MathersJ, Adamson A. Changing foodscapes 1980–2000, using the ASH30 Study. *Appetite*.2009;53(2):157-65.

<sup>48</sup> Durham County Council, 'The County Durham Retail and Town Centre Uses Study' (2016) <http://durhamcc-consult.limehouse.co.uk/portal/planning/cdpev/>

<sup>49</sup> National Obesity Observatory, 'Obesity and the environment: Fast food outlets 2012'. [www.noo.org.uk/uploads/doc/vid\\_15683\\_FastFoodOutletMap2.pdf](http://www.noo.org.uk/uploads/doc/vid_15683_FastFoodOutletMap2.pdf)

								<p>performance<sup>50</sup> (e.g. concentration and sick days) as well as discouraging unhealthy eating habits which are likely to be carried into adulthood (i.e. overweight or obese children/ adolescence are more likely to be that as an adults)<sup>51</sup>. This is not to say that the causes of childhood obesity are not complex and influenced by a variety of factors.</p> <p>Amenity issues generated from A5 uses as mentioned above (e.g. noises, odours, and litter) could also have negative impacts on people's mental health and pride in/ perceptions of their local area. This approach would minimise the risk of this.</p>	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	<b>Option A:</b> Do not intervene and allow all A5 uses subject to meeting planning permission and other Plan policies' requirements.	0	0	0	-	-	-	No clear link/ significant effects.	-
	<b>Option B:</b> Planning applications for A5 uses will only be approved where the proposal would not result in more than 5% of the premises within the centre being in A5 use and A5 uses within 400m of a school or college	0	0	0	-	-	-	No clear link/ significant effects.	-

<sup>50</sup> Wilder Research (2014), 'Nutrition and Students' Academic Performance' <https://www.wilder.org/Wilder-Research/Publications/Studies/Fueling%20Academic%20Performance%20%20Strategies%20to%20Foster%20Healthy%20Eating%20Among%20Students/Nutrition%20and%20Students%27%20Academic%20Performance.pdf>

<sup>51</sup> Park M, Falconer C, Viner R, Kinra S. 'The impact of childhood obesity on morbidity and mortality in adulthood: a systematic review'. *Obesity Reviews*. 2012;13(11):985-1000.

	building will not be permitted.								
<b>6. To alleviate deprivation and poverty</b>	<b>Option A:</b> Do not intervene and allow all A5 uses subject to meeting planning permission and other Plan policies' requirements.	×	×	××	Probable	County-wide East Durham Mid-Durham North Durham	Direct Indirect Permanent	<p>The provision of hot food takeaways is of particular concern in terms of alleviating deprivation as it impacts on health inequalities and range and level of job/ training opportunities. As evidence demonstrates that there are already high concentrations of takeaways in relatively deprived areas of the County, this means the baseline conditions are already poor in this regard. For instance, the 2015 Town Centre Surveys highlight that of Durham's commercial centres there is between 1.6% and 9.3% of units in A5 use. Specifically Consett, Ferryhill, Crook, Seaham, Spennymoor and Shildon were identified as having more than 5% of commercial units in A5 use. If left unrestricted, it is predicted that new fast food development would have adverse impact (significant adverse over the long-term as quantum of development increases) by exacerbating health and employment indices of multiple deprivation (IMD) and not supporting regeneration initiatives.</p> <p>By allowing a concentration (and in some cases a very high concentration), it will make hot food takeaways cheaper and easier to access due to increased competition. Therefore people are less like to opt for healthier/ home-cooked options; and it is likely to result in worse health outcomes/ exacerbate health inequalities. Analysis also demonstrates that there is a strong association between deprivation and high density of fast food outlets<sup>52</sup>.</p> <p>Not restricting the number of hot food takeaways is also likely to exacerbate deprivation because it does not ensure a variety of commercial uses within centres</p>	

<sup>52</sup> National Obesity Observatory, 'Obesity and the environment: Fast food outlets 2012'. [www.noo.org.uk/uploads/doc/vid\\_15683\\_FastFoodOutletMap2.pdf](http://www.noo.org.uk/uploads/doc/vid_15683_FastFoodOutletMap2.pdf)



								<p>By restricting a concentration (and in some cases a very high concentration), should make unhealthy takeaway foods a less easy option, particularly for those on lower incomes. It could encourage healthier/ home-cooked options; and it is likely to result in better health outcomes/ reduced health inequalities.</p> <p>By restricting A5 uses, this option will also support a more diverse range of commercial uses within centres across the County; and as such improve the range and quality of job/ training opportunities available. While jobs/ training in the fast food sector will provide some people with opportunities and flexibility, it is relatively insecure and may not help reduce unemployment. A better range of commercial premises will improve opportunities to reduce unemployment as well as encourage higher incomes/ skills.</p> <p>Importantly this option will also support regeneration of centres, particularly those already suffering from high concentrations of A5 uses.</p>	
<p><b>7. To develop a sustainable and diverse economy with high levels of employment</b></p>	<p><b>Option A:</b> Do not intervene and allow all A5 uses subject to meeting planning permission and other Plan policies' requirements.</p>	x	x	x	Probable	Countywide	<p>Permanent</p> <p>Direct</p> <p>Indirect</p>	<p>Unrestricted growth of the fast food sector across the County will have an adverse economic effect as this policy approach will not help to develop a sustainable and diverse economy with high levels of employment. This is because jobs created as a result of A5 uses are likely to be of low quality in terms of income and job security. High concentrations of such commercial premises are also likely to stifle the diversity and resilience of many centres (e.g. particularly those which already have over 5% of units in A5 use).</p> <p>Lack of choice in terms of the quality and quantity of employment and training opportunities is also likely to mean people have to travel further to work/ increased journey</p>	



								times and it may discourage young people from staying in the County to live and work. Increased commuting or out-commuting could have an adverse impact on road traffic congestion; however, the links to this are less certain.	
	<p><b>Option B:</b> Planning applications for A5 uses will only be approved where the proposal would not result in more than 5% of the premises within the centre being in A5 use and A5 uses within 400m of a school or college building will not be permitted.</p>	✓	✓	✓	Probable	Countywide	Permanent Direct Indirect	<p>This option will restrict the growth of hot food takeaways in various centres across the County generally as well as not permit any more A5 use in those centres where over 5% of commercial units are already in such use. As such this option will help to encourage economic diversity in centres and keep units available for other appropriate commercial uses/ businesses. This is option is therefore likely to help safeguard employment and create new employment opportunities.</p> <p>Allowing a greater choice in terms of the quality and quantity of employment and training opportunities, as opposed to centres being dominated by A5 uses, may help people to live/work more locally and reduce journey times. A greater variety of opportunities may also encourage young people to stay in the County to live and work.</p> <p>In addition, this policy approach is likely to support regeneration schemes of deprived areas across the County and help to improve their quality of place; which in turn is likely to increase their attractiveness to encourage businesses to locate there and boost investment, tourism and visitors.</p>	
<b>8. To reduce the causes of climate change</b>	<p><b>Option A:</b> Do not intervene and allow all A5 uses subject to meeting planning permission and other</p>	0	0	0	-	-	-	No clear link/ significant effects.	-

	Plan policies' requirements.								
	<b>Option B:</b> Planning applications for A5 uses will only be approved where the proposal would not result in more than 5% of the premises within the centre being in A5 use and A5 uses within 400m of a school or college building will not be permitted.	0	0	0	-	-	-	No clear link/ significant effects.	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	<b>Option A:</b> Do not intervene and allow all A5 uses subject to meeting planning permission and other Plan policies' requirements.	0	0	0	-	-	-	No clear link/ significant effects.	-
	<b>Option B:</b> Planning applications for A5 uses will only be approved where the proposal would not result in more than 5% of the premises within the centre being in A5 use and A5 uses within 400m of a school or college building will not be permitted.	0	0	0	-	-	-	No clear link/ significant effects.	-
<b>10. To protect and</b>	<b>Option A:</b> Do not intervene and allow	0	0	0	-	-	-	No clear link/ significant effects.	-

<p><b>enhance biodiversity and geodiversity</b></p>	<p>all A5 uses subject to meeting planning permission and other Plan policies' requirements.</p>									
	<p><b>Option B:</b> Planning applications for A5 uses will only be approved where the proposal would not result in more than 5% of the premises within the centre being in A5 use and A5 uses within 400m of a school or college building will not be permitted.</p>	<p>0</p>	<p>0</p>	<p>0</p>	<p>-</p>	<p>-</p>	<p>-</p>		<p>No clear link/ significant effects.</p>	<p>-</p>
<p><b>11. To protect and enhance the quality and character of landscape and townscape</b></p>	<p><b>Option A:</b> Do not intervene and allow all A5 uses subject to meeting planning permission and other Plan policies' requirements.</p>	<p>x</p>	<p>x</p>	<p>xx</p>	<p>Probable</p>	<p>County-wide East Durham Mid-Durham North Durham</p>	<p>Permanent Direct</p>		<p><b>Landscape:</b> No impact.  <b>Townscape:</b> By not restricting the number of A5 premises in various centres across the County is considered likely to have an adverse impact on the quality and character of townscapes in terms of their setting and aesthetic value. This is primarily because hot food takeaway premises are more likely to be closed during the daytime, which will adversely affect the vitality and vibrancy of centres. The design and materials of frontages (including shutters) can also often be unsympathetic to current style of streetscapes and therefore have a detrimental impact. In addition, odours and litter from takeaways would have a negative impact if unmanaged.  Such impacts are also more likely to be negative because there are already several settlements across the County have a high concentration of A5 uses in their centre: e.g. the 2015 Town Centre Surveys highlight that of Durham's commercial centres there is between</p>	

								1.6% and 9.3% of units in A5 use. Issues are likely to be more significant in the settlements where there are already more than 5% of commercial units (e.g. Consett, Ferryhill, Crook, Seaham, Spennymoor and Shildon). Significant adverse impacts have been identified over the long-term because of this and the fact that more premises will have come forward over the plan period and so there will be cumulative effects.	
	<b>Option B:</b> Planning applications for A5 uses will only be approved where the proposal would not result in more than 5% of the premises within the centre being in A5 use and A5 uses within 400m of a school or college building will not be permitted.	✓	✓	✓	Probable	County-wide	Permanent Direct	<b>Landscape:</b> No impact.  <b>Townscape:</b> By restricting A5 uses, this option is likely to have positive impacts in terms of the character and quality of the County's townscapes. This is primarily because hot food takeaway premises are more likely to be closed during the daytime, which will adversely affect the vitality and vibrancy of centres. The design and materials of frontages (including shutters) can also often be unsympathetic to current style of streetscapes and therefore have a detrimental impact. It will also support a more diverse range of commercial uses within centres across the County; and as such support the vitality and vibrancy of centres. It is also likely that this option will support regeneration initiatives.  Amenity issues generated from A5 uses as mentioned above (e.g. noises, odours, and litter) will be either avoided/ mitigated as a result of this approach.	-
<b>12. To protect and enhance cultural heritage and the historic environment</b>	<b>Option A:</b> Do not intervene and allow all A5 uses subject to meeting planning permission and other Plan policies' requirements.	?	?	?	Uncertain	Countywide	Permanent	With this option there is potential for adverse impacts on the built historic environment, as stated in reference to townscape. However, in relation to designated built assets (e.g. listed buildings, scheduled monuments, Conservation Area) there are other plan policies and requirements in place to protect against adverse impacts on setting and the significance of assets, etc. Moreover those areas that are currently subject to a high	-

								concentration of A5 uses are considered, in general, less sensitive in terms of the historic environment. Overall, impacts are therefore uncertain at this point.	
	<b>Option B:</b> Planning applications for A5 uses will only be approved where the proposal would not result in more than 5% of the premises within the centre being in A5 use and A5 uses within 400m of a school or college building will not be permitted.	?	?	?	Uncertain	Countywide	Permanent	With this option there is potential for positive impacts on the built historic environment, as stated in reference to townscape. In relation to designated built assets (e.g. listed buildings, scheduled monuments, Conservation Area) there are other plan policies and requirements in place to protect and enhance the setting and significance of assets, etc. Moreover those areas that are currently subject to a high concentration of A5 uses are considered, in general, less sensitive in terms of the historic environment. Overall, impacts are therefore uncertain at this point.	-
<b>13. To protect and improve air, water and soil resources</b>	<b>Option A:</b> Do not intervene and allow all A5 uses subject to meeting planning permission and other Plan policies' requirements.	0	0	0	-	-	-	No clear link/ significant effects.	-
	<b>Option B:</b> Planning applications for A5 uses will only be approved where the proposal would not result in more than 5% of the premises within the centre being in A5 use and A5 uses within 400m of a school or college building will not be permitted.	0	0	0	-	-	-	No clear link/ significant effects.	-
<b>14. To reduce waste and</b>	<b>Option A:</b> Do not intervene and allow all A5 uses subject to	?	?	?	Uncertain	Countywide	Permanent	Takeaways have the potential to produce significant amounts of waste and therefore not	

<b>encourage the sustainable and efficient use of materials</b>	meeting planning permission and other Plan policies' requirements.							restricting their locations/ expansion could have negative impacts by facilitating an increase in waste arisings from premises and customers. There is also the potential for such waste to not be managed in accordance with the waste hierarchy. However, there is uncertainty over specific impacts as they will depend on how waste is managed and what premises were in operation prior to takeaways were established	
	<b>Option B:</b> Planning applications for A5 uses will only be approved where the proposal would not result in more than 5% of the premises within the centre being in A5 use and A5 uses within 400m of a school or college building will not be permitted.	?	?	?	Uncertain	Countywide	Permanent	Restricting the number of takeaways in centres may reduce waste generated and resources use. However, there are many different factors that will influence impacts which are currently unknown (e.g. management of waste and alternative business use if A5 uses not approved), and as such, impacts at this point are uncertain.	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment.</b>	<b>Option A:</b> Do not intervene and allow all A5 uses subject to meeting planning permission and other Plan policies' requirements.	0	0	0	-	-	-	No clear link/ significant effects.	-
	<b>Option B:</b> Planning applications for A5 uses will only be approved where the proposal would not result in more than 5% of the premises within the centre	0	0	0	-	-	-	No clear link/ significant effects.	-

being in A5 use and A5 uses within 400m of a school or college building will not be permitted.									
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**Policy 32: Amenity and Pollution**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 33: Despoiled, Degraded, Derelict, Contaminated and Unstable Land**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 34: Renewable and Low Carbon Energy**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 35: Wind Turbine Development**

Table 17 Policy 35 Issue/Option – Which approach to take to future wind turbine development in County Durham								
SA/SEA Objective Number	Option	Magnitude and Duration of Effect			Likelihood of Effect	Geographic Scale	Permanent / Temporary	Commentary / Explanation
		S	M	L				
1. To provide everybody with the opportunity to live in a decent and affordable home	A. Suitable Area Approach	0	0	0	Probable positive	Countywide	Permanent  [Permanent over the lifespan of the wind farm]	The option will ensure that inappropriate development of wind turbines does not take place where there would be unacceptable harm to the amenity of local communities.  The Option would ensure that suitable distances are employed in order to safeguard the amenity of residents and communities.

	B. No Wind Development	0	0	0				No Impact
<b>2. To promote strong, secure communities</b>	A. Suitable Area Approach	✓/✗	✓/✗	✓/✗	Probable – Depending on Implementation	Countywide	Temporary over the plan period	<p>The option would identify only those areas which are suitable for wind energy development taking into account a range of sensitivities including distances from housing, landscape value, biodiversity and heritage.</p> <p>Despite such safeguards some communities may feel adversely impacted upon if wind energy development is permitted within sight of the community.</p> <p>The option very much depends on the Wind Turbine Evidence Paper which will show locations of acceptability. All wind applications must however have community backing, therefore the option is likely to have positive impacts, protecting against unsuitable development, but permitting proposals where appropriate.</p>
	B. No Wind Development	✓/✗	✓/✗	✓/✗	Probable	Countywide – with specific negative impacts for rural communities	Temporary over the plan period	<p>The non-identification of suitable sites for wind energy development would mean that no wind energy development would be permitted going forward. This could have both positive and negative effects. It will ensure that communities across the county are not adversely impacted upon by wind energy development. It could also impact negatively by ensuring that community scale turbines would not be permitted. This could have specific impacts for rural communities wishing to install small scale turbines or for farm diversification</p>



<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	A. Suitable Area Approach	0	0	0	Minor positive effect could be likely	Countywide	Temporary	<p>It has been identified that there are limited opportunities for further large scale wind turbine development in County Durham, as per the 'Wind Turbine Evidence Paper'</p> <p>The ability of the Option to benefit education, training and life-long learning is limited. Facilities around developments could provide opportunities for education and training, however this is dependent on the size and number of schemes brought forward. In addition, the Option, through its guidelines on where development can take place, puts further restrictions on potential schemes and so reduces labour requirements. Notwithstanding this, wind farms are relatively low maintenance and once constructed have low labour requirements.</p> <p>Impacts likely to be minor</p>
	B. No Wind Development	0	0	0				No Impact
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	A. Suitable Area Approach	✓	✓	✓	Probable – Depends on Implementation	Countywide	Permanent	<p>The option promotes healthy lifestyles by ensuring that wind turbines and wind farms are only located in suitable locations – away from residential locations and community amenities.</p> <p>The proposals map will show areas which are suitable for wind turbine development depending upon size of turbine. Medium and Large scale turbines are generally restricted to known wind turbine areas, however, safeguards would be in place that prevent impact upon communities through cumulative impact.</p>
	B. No Wind Development	✓	✓	✓	Probable – Depends on	Countywide	Permanent	The non-identification of suitable sites, will ensure that wind turbines will not be permitted during the lifetime of the plan unless they are identified in a neighbourhood plan. It is

					Implementati on			therefore assumed that there will be no adverse impacts on the ability to partake in healthy lifestyle activities.
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	A. Suitable Area Approach	0	0	0	No Impact	No Impact	No Impact	The Option will have no impact on travel need or promote the use of sustainable transport. It is likely that any travel requirement in terms of construction and maintenance would be de-minims.
	B. No Wind Development	0	0	0	No Impact	No Impact	No Impact	The Option will have no impact on travel need or promote the use of sustainable transport.
<b>6. To alleviate deprivation and poverty</b>	A. Suitable Area Approach	✓	✓	✓	Certain	Countywide	Permanent	<p>The Option will have a minor positive impact on alleviating deprivation and poverty.</p> <p>Directly, appropriate small scale (residential) wind turbine development, may assist in reducing rural fuel poverty, especially if connection to the gas grid is unviable. This is likely to become more positive in the long term as battery storage systems become more widely available and cost is reduced.</p> <p>Indirectly, wind energy is a cost effective form of energy generation and thus the option may assist in reducing the overall cost of electricity over the long term.</p> <p>Many wind farms offer grants to local neighbourhoods and communities and as such assist in keeping community facilities open.</p>

	B. No Wind Development	×	×	×	Probable	Countywide – with specific negative impacts for rural communities	Temporary over the plan period	The option could have a minor negative impact, especially on rural deprivation and poverty if rural communities and individuals are unable to gain planning permission.
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	A. Suitable Area Approach	✓	✓	✓✓	Certain	Countywide	Permanent	<p>The Option directs and guides the development of wind turbines and wind farms to appropriate locations, promoting investment in the technology where possible.</p> <p>Facilitating these opportunities, the option would allow for rural diversification and self-sufficiency in terms of electricity requirements. This is likely to become more positive in the long term as battery storage systems become more widely available and cost is reduced. The option also assists in promoting employment through the construction and maintenance of wind turbines. Although such numbers are likely to be small, they are likely to become more important over time as turbines age and start to malfunction.</p> <p>County Durham is focused on becoming renowned for its low carbon economy, as set out in the Climate Change Strategy 2015. Whilst this covers all types of green business, wind energy generation is still vital to the County with the aim of achieving 26% electricity consumption from low carbon/ renewable energy sources by 2020.</p> <p>This Option supports wind energy development whilst at the same time ensuring the development takes place in appropriate</p>

								locations, with the support of local communities and does not lead to a detrimental impact on people's quality of life.
	B. No Wind Development	xx	xx	xx	Certain	Countywide – with specific negative impacts for rural communities	Temporary over the plan period	The non-identification of suitable sites, will ensure that wind turbines will not be permitted during the lifetime of the plan unless they are identified in a neighbourhood plan. This will ultimately have a negative impact upon the economy, with businesses centred around low carbon technology being impacted upon. Growth in the low carbon sector would be impacted upon and businesses may be disinclined to locate in the area, due to the potentially negative policy framework. Rural businesses, such as farms or guesthouses who may have been investigating the opportunity to source clean energy may also be negatively impacted upon.
<b>8. To reduce the causes of climate change</b>	A. Suitable Area Approach	✓✓	✓✓	✓✓	Certain	Countywide	Permanent	<p>The generation of renewable energy directly contributes to the reduction of greenhouse gases and other causes of climate change. This Option facilitates wind energy development in appropriate locations, working towards a reduction in the causes of climate change.</p> <p>Wind Energy makes up around 68% of all renewable operational capacity in County Durham and generates around 40% of all household electricity used within the County. The technology is therefore vitally important in securing the County's own carbon reduction targets. The option acknowledges this and allows for appropriate wind energy development and importantly repowering.</p>
	B. No Wind Development	xx	xx	xx	Certain	Countywide – with specific negative impacts for	Temporary over the plan period	The option would not contribute to the wider use of renewable energy technologies. Businesses which may otherwise might have investigated options around wind as part of diversification

						rural communities		may instead remain with carbon intensive fuels such as oil, LPG or grid electricity
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	A. Suitable Area Approach	✓	✓	✓	Probable	Countrywide	Permanent	<p>Responding to the impacts of climate change involves the combating of its causes. This Option facilitates the development of wind farms in appropriate locations and so contributes to the production of sustainable renewable energy and thus will assist in reducing the worst effects of climate change.</p> <p>The County Durham Climate Change Strategy highlights that failing to adapt and adopt new strategies will hinder the realisation of economic opportunities through mitigation and adaptation.</p> <p>Equally, should flooding and wind speeds increase within the County as a consequence of climate change, wind energy development may be at risk from the adverse weather conditions, however, the option mitigates any risk through appropriate siting away from transport infrastructure.</p>
	B. No Wind Development	✗	✗	✗	Certain	Countywide	Permanent	Would not assist in reducing the causes of climate change nor would the option assist in adapting to the consequences
<b>10. To protect and enhance biodiversity and geodiversity</b>	A. Suitable Area Approach	✓/✗	✓/✗	✓/✗	Probable positive – Depending on Implementation	Countywide	Temporary over the plan period	In ensuring wind energy development is located in appropriate locations, the Option would ensure that there is no 'unacceptable harm' to important species and habitats. Biodiversity and geodiversity would be a key sensitivity test and no development would likely to be approved which had an adverse impact upon habitats or species. Turbines will also likely require an adequate level of ecological survey and assessment including possibly, Environmental Impact Assessment.

								No matter where wind turbines are developed, there is always a risk that some impact on bio and geo-diversity may be identified. In these instances appropriate strategies will need to be implemented. Associated infrastructure will also need to be considered as this will require further land take and possible negative impacts. Impact therefore depends upon implementation
	B. No Wind Development	✓	✓	✓/✗	Probable positive – Depending on Implementation	Countywide	Temporary over the plan period	With no wind development allocated, there would be no impact upon biodiversity and geodiversity. In the long term, however the lack of wind energy development and uncertainty around repowering, may lead to reductions in wind energy output and the need for alternative options of energy such as fossil fuel based energy. This could therefore lead to indirect adverse impacts from increased risk of climate change impacts
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	A. Suitable Area Approach	✓/✗	✓/✗	✓/✗	Probable positive – Depending on Implementation	Countywide	Temporary over the plan period	<p>No matter where wind turbines are developed, there is always a risk that some impact on landscape may be identified. In these instances appropriate strategies will need to be implemented. Associated infrastructure will also need to be considered as this will require further land take and possible negative impacts.</p> <p>The Option would provide specific guidelines on where wind turbine development can take place and what is considered to be unacceptable impacts on the quality and character of landscape and townscape. Only development meeting the sensitivity tests as shown on a proposals map would be permitted. The option would also allow for suitable small scale turbine's in areas of high landscape value such as the AONB, providing it meets such sensitivity tests.</p> <p>Impact therefore depends upon implementation</p>

	B. No Wind Development	✓	✓	✓	Probable positive – Depending on Implementation	Countywide	Temporary over the plan period	With no wind development allocated, there would be no impact upon landscape and townscape.
<b>12. To protect and enhance cultural heritage and the historic environment</b>	A. Suitable Area Approach	✓/✗	✓/✗	✓/✗	Probable positive – Depending on Implementation	Countywide	Temporary over the plan period	<p>No matter where wind turbines are developed, there is always a risk that some impact on the historic environment may be identified. In these instances appropriate strategies will need to be implemented. Associated infrastructure will also need to be considered as this will require further land take and possible negative impacts.</p> <p>It is likely however that the option would ensure the protection of heritage assets. This is in line with national guidance (NPPF para. 132-4) and also includes reference to the setting of a heritage asset.</p> <p>Each development would be assessed on a case by case basis through the development management process. Overall it is considered that the wording offers significant protection in line with the NPPF and thus is generally positive.</p>
	B. No Wind Development	✓	✓	✓	Probable positive – Depending on Implementation	Countywide	Temporary over the plan period	With no wind development allocated, there would be no impact upon any historic environment assets.

<b>13. To protect and improve air, water and soil resources</b>	A. Suitable Area Approach	0	0	0	Minor Positive	Countrywide	Permanent	Through the generation of renewable energy, contributions are made to improving air quality as a consequence of the reduced need for fossil fuels. Whilst road transport will be required in order to maintain such equipment this is likely to be de-minis.  Impact upon soils is uncertain, however it is likely that due to the temporary nature of the development the site would be restored to its previous state.
	B. No Wind Development	0	0	0	Minor Negative	Countrywide	Permanent	The non allocation of wind energy development, would have no positive impact upon air quality, however there would also be no impact upon soil resources
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	A. Suitable Area Approach	0	0	0	Minor Positive	Countrywide	Permanent	The Option encourages the use of clean renewable energy to counter the use of non-renewable resources (fossil fuels).
	B. No Wind Development	0	0	0	Minor Negative	Countrywide	Permanent	The option would not result in the encouragement of the use of clean energy technologies.
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	A. Suitable Area Approach	0	0	0	No Impact	No Impact	No Impact	As wind turbines take up a small amount of land they are unlikely to contribute to the sterilisation of mineral resources. Wind turbines are also temporary in nature and as such extraction of materials could occur before or after wind turbine development.
	B. No Wind Development	0	0	0	No Impact	No Impact	No Impact	No impact



**Policy 36 and 37: Water Management and Water Infrastructure**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 38: Durham Heritage Coast and Wider Coastal Zone**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 39: North Pennines AONB**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 40: Landscape**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 41: Trees, Woodlands and Hedges**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 42: Biodiversity and Geodiversity**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 43: Internationally Designated Sites**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 44: Protected Species and Nationally and Locally Protected Sites**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 45: Historic Environment**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 46: Durham Cathedral and Castle World Heritage Site**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 47: Stockton and Darlington Railway**

<b>Table 18 Policy 47 Issue/Option: Which approach to take to protecting the heritage associated with the Stockton and Darlington Railway</b>								
SA/SEA Objective Number	Options	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation
		S	M	L				
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	Option A: Implement the Stockton and Darlington Railway Policy	0	0	0	No Impact	No Impact	No Impact	There is no direct link between the policy and this objective.
	Option B: Rely on policies within the Local Plan, including the Historic Environment Policy	0	0	0	No Impact	No Impact	No Impact	There is no direct link between the policy and this objective.
<b>2. To promote strong, secure communities</b>	Option A: Implement the Stockton and Darlington Railway Policy	✓	✓	✓	Possible	Areas near Bishop Auckland	Direct Permanent	This policy requires the safeguarding of the historic routes of the Stockton and Darlington railway. This may help to encourage a sense of community and cultural awareness by enhancing and promoting the local historic environment. Development which safeguards routes and physical remains and supplies interpretation are likely to be approved.
	Option B: Rely on policies within the Local Plan, including the Historic Environment Policy	✓	✓	✓	Possible	Areas near Bishop Auckland	Direct Permanent	The Historic Environment Policy includes a presumption in favour of non-designated heritage assets, including those of archaeological interest. This would cover all elements within the Stockton and Darlington Railway policy, without being specific and would help to encourage a sense of community and cultural awareness.
<b>3. To improve education, training and life-</b>	Option A: Implement the Stockton and	✓	✓	✓	Possible	Areas near Bishop Auckland	Direct Permanent	The Stockton and Darlington railway is a valuable learning resource for formal and informal learning opportunities at all ages. The safeguarding, promotion and

<b>long learning, and maintain a healthy labour market</b>	Darlington Railway Policy							interpretation of the assets will have positive effects in terms of maintaining and enhancing this internationally important resource for future generations.
	Option B: Rely on policies within the Local Plan, including the Historic Environment Policy	✓	✓	✓	Possible	Areas near Bishop Auckland	Direct Permanent	The Historic Environment Policy will help to safeguard all designated and non-designated heritage assets, including those associated with the Darlington and Stockton railway and will therefore also have a positive effects in terms of maintaining and enhancing this internationally important resource for future generations.
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	Option A: Implement the Stockton and Darlington Railway Policy	0	0	0	Possible	Areas near Bishop Auckland	Indirect Permanent	The policy may indirectly have a positive impact upon healthy lifestyles, if the historic routes are protected and enhanced and used as bridleways for walking and cycling. It is recommended that the policy should seek to enhance the routes and structures, rather than just safeguard.
	Option B: Rely on policies within the Local Plan, including the Historic Environment Policy	0	0	0	Possible	Areas near Bishop Auckland	Indirect Permanent	The Historic Environment policy will give the same protection to routes associated with the asset.
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	Option A: Implement the Stockton and Darlington Railway Policy	0	0	0	Possible	Areas near Bishop Auckland	Indirect Permanent	The policy may indirectly have a positive impact upon sustainable travel options, if the historic routes are protected and enhanced and used as bridleways for walking and cycling. Overall impacts are likely to be minor.
	Option B: Rely on policies within the Local Plan, including the Historic Environment Policy	0	0	0	Possible	Areas near Bishop Auckland	Indirect Permanent	The Historic Environment policy may indirectly have a positive impact upon sustainable travel options, if the historic routes are protected and enhanced and used as bridleways for walking and cycling. Overall impacts are likely to be minor.
<b>6. To alleviate deprivation and poverty</b>	Option A: Implement the Stockton and Darlington Railway Policy	0	0	0	No Impact	No Impact	No Impact	There is no direct link between the policy and this objective.
	Option B: Rely on policies within the Local Plan, including	0	0	0	No Impact	No Impact	No Impact	There is no direct link between the policy and this objective.

	the Historic Environment Policy							
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	Option A: Implement the Stockton and Darlington Railway Policy	0	0	0	Possible	Areas aligning to the railway	Indirect Permanent	The development of the assets associated with the Stockton and Darlington railway could assist in further developing tourism opportunities within the area. This may have positive impacts for business in the area.
	Option B: Rely on policies within the Local Plan, including the Historic Environment Policy	0	0	0	No Impact	No Impact	No Impact	There is no direct link between the policy and this objective.
<b>8. To reduce the causes of climate change</b>	Option A: Implement the Stockton and Darlington Railway Policy	0	0	0	No Impact	No Impact	No Impact	There is no direct link between the policy and this objective.
	Option B: Rely on policies within the Local Plan, including the Historic Environment Policy	0	0	0	No Impact	No Impact	No Impact	There is no direct link between the policy and this objective.
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	Option A: Implement the Stockton and Darlington Railway Policy	0	0	0	No Impact	No Impact	No Impact	There is no direct link between the policy and this objective.
	Option B: Rely on policies within the Local Plan, including the Historic Environment Policy	0	0	0	No Impact	No Impact	No Impact	There is no direct link between the policy and this objective.
<b>10. To protect and enhance</b>	Option A: Implement the Stockton and	0	0	0	No Impact	No Impact	No Impact	There is no direct link between the policy and this objective.

<b>biodiversity and geodiversity</b>	Darlington Railway Policy								
	Option B: Rely on policies within the Local Plan, including the Historic Environment Policy	0	0	0	No Impact	No Impact	No Impact	There is no direct link between the policy and this objective.	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	Option A: Implement the Stockton and Darlington Railway Policy	✓	✓	✓	Probable	Areas near Bishop Auckland	Direct Permanent	Policy is likely to have positive impacts upon landscape and townscape, given that development will safeguard routes structures and the setting and may assist in the regeneration of certain areas along the route of the railway.	
	Option B: Rely on policies within the Local Plan, including the Historic Environment Policy	✓	✓	✓	Probable	Areas near Bishop Auckland	Direct Permanent	The Historic Environment Policy is likely to have positive impacts upon landscape and townscape, given that development will safeguard routes structures and the setting of historically important areas.	
<b>12. To protect and enhance cultural heritage and the historic environment</b>	Option A: Implement the Stockton and Darlington Railway Policy	✓	✓	✓	Probable	Countywide	Direct Permanent	<p>Policy requires development proposals to safeguard routes, existing structures, archaeological remains and settings, will ensure appropriate protection of assets alongside the Historic Environment Policy.</p> <p>It is recommended that development proposals which impact upon the historic route and structures should also seek to 'enhance' the heritage assets, rather than just safeguard.</p> <p>Given the intent of this policy it is certain that it will have positive effects in terms of protecting the County's historic Stockton and Darlington Railway infrastructure. This is because it seeks to sustain the significance and safeguard designated assets, as well as any contribution made by their setting. However, development should enhance the route and structures rather than just safeguard</p>	
	Option B: Rely on policies within the Local Plan, including the Historic Environment Policy	✓✓	✓✓	✓✓	Certain	Countywide	Direct Permanent	Whilst not being specific about the Darlington and Stockton Railway the Historic Environment Policy covers all aspects of safeguarding and enhancing historically important assets, both designated and non-designated .	

<b>13. To protect and improve air, water and soil resources</b>	Option A: Implement the Stockton and Darlington Railway Policy	0	0	0	No Impact	No Impact	No Impact	There is no direct link between the policy and this objective.
	Option B: Rely on policies within the Local Plan, including the Historic Environment Policy	0	0	0	No Impact	No Impact	No Impact	There is no direct link between the policy and this objective.
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	Option A: Implement the Stockton and Darlington Railway Policy	0	0	0	No Impact	No Impact	No Impact	There is no direct link between the policy and this objective.
	Option B: Rely on policies within the Local Plan, including the Historic Environment Policy	0	0	0	No Impact	No Impact	No Impact	There is no direct link between the policy and this objective.
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	Option A: Implement the Stockton and Darlington Railway Policy	0	0	0	No Impact	No Impact	No Impact	There is no direct link between the policy and this objective.
	Option B: Rely on policies within the Local Plan, including the Historic Environment Policy	0	0	0	No Impact	No Impact	No Impact	There is no direct link between the policy and this objective.

**Policy 48: Sustainable Minerals and Waste Resource Management**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 49: Safeguarding Minerals Sites, Minerals Related Infrastructure and Waste Management Sites**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 50, 51 and 52: Primary Aggregate Provision, Locational Approach to the Future Supply of Primary Aggregates and Meeting Future Aggregates Requirements**

<b>Table 19</b>								
<b>Policy 50, 51, 52 Issue/Option: Which locational approach to the working of carboniferous limestone should the Plan take?</b>								
<b>SA/SEA Objective</b>	<b>Options</b>	<b>Magnitude and Duration of Effect</b>			<b>Likelihood of Effect</b>	<b>Geographic Scale</b>	<b>Permanent / Temporary</b>	<b>Commentary</b>
		<b>S</b>	<b>M</b>	<b>L</b>				
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	<b>A:</b> Only outside of the North Pennines AONB and in areas not subject to international or national biodiversity designations	<b>0</b>	<b>0</b>	<b>0</b>	No clear link	-	-	SA objective is not relevant to the options under consideration.
	<b>B:</b> As (a) but in addition proposals for extensions to existing quarries and the reworking of former carboniferous limestone quarries within the AONB which have not been	<b>0</b>	<b>0</b>	<b>0</b>	No clear link	-	-	SA objective is not relevant to the options under consideration.

	restored properly should also be considered. <sup>54</sup>							
<b>2. To promote strong, secure communities</b>	<b>A:</b> Only outside of the North Pennines AONB and in areas not subject to international or national biodiversity designations	✓/x	✓/x	✓/x	Possible	West Durham	Temporary but long term effects due to the working duration of carboniferous limestone quarries	This option would alternatively guide new working to the carboniferous outcrop south, south west and south east of Barnard Castle along the A66. This is a rural area containing small villages such as Bowes, Boldron and Hutton Magna. Whilst new working is likely to have good access to the A66 and A67 for the haulage of minerals, consideration through the planning process will need to be given to the route of vehicles taken and any associated impact upon communities.  Adverse effects can be avoided or minimised through adherence to the County Durham freight map. These maps show the designated road network that the drivers of heavy goods vehicles are expected to use to access destinations within the County.
	<b>B:</b> As (a) but in addition proposals for extensions to existing quarries and the reworking of former carboniferous limestone quarries within the AONB which	✓/x	✓/x	✓/x	Possible	West Durham	Temporary but long term effects due to the working duration of carboniferous limestone quarries.	As above

<sup>54</sup> provided they also create or safeguard employment, do not have an adverse impact on European sites and provide substantive landscape, biodiversity and geodiversity benefits



	have not been restored properly should also be considered. <sup>55</sup>							
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	<b>A:</b> Only outside of the North Pennines AONB and in areas not subject to international or national biodiversity designations	0	0	0	Minor positive effect possible	West Durham	Potential for permanent effects	Option will contribute towards safeguarding the North Pennines AONB and associated heritage and biodiversity/geodiversity as a lifelong learning resource
	<b>B:</b> As (a) but in addition proposals for extensions to existing quarries and the reworking of former carboniferous limestone quarries within the AONB which have not been restored properly should also be considered. <sup>56</sup>	✓	✓	✓	Probable	Countywide	Potential for permanent effects	Limiting working in the AONB only to circumstances where sites have not been restored properly will, as like option A contribute towards safeguarding the North Pennines AONB and associated heritage and biodiversity/geodiversity as a lifelong learning resource. The stipulation that working in such circumstances safeguards employment will also safeguard any related training opportunities. In addition, this option may bring about further increased future benefits through better restoration of sites which may have the potential to be utilised as an educational resource (for example, Harehope Quarry project in Frosterley).

<sup>55</sup> provided they also create or safeguard employment, do not have an adverse impact on European sites and provide substantive landscape, biodiversity and geodiversity benefits

<sup>56</sup> provided they also create or safeguard employment, do not have an adverse impact on European sites and provide substantive landscape, biodiversity and geodiversity benefits

<b>4. To reduce health inequalities and promote healthy lifestyles</b>	<b>A:</b> Only outside of the North Pennines AONB and in areas not subject to international or national biodiversity designations	✓/✗	✓/✗	✓/✗	Possible	West Durham and beyond in relation to visitors to the AONB area	Potential for permanent effects.	Option will help to safeguard the tranquillity and recreation resource of the North Pennines AONB and associated positive physical and mental wellbeing benefits to both residents and visitors. However, as mineral working can adversely impact health and wellbeing through for example, noise and dust, the health and wellbeing effects of this option depend on where sites are located, how they are worked and what control measures are put in place. Such issues will be considered through the planning process.
	<b>B:</b> As (a) but in addition proposals for extensions to existing quarries and the reworking of former carboniferous limestone quarries within the AONB which have not been restored properly should also be considered. <sup>57</sup>	✓/✗	✓/✗	✓/✗	Possible	West Durham and beyond in relation to visitors to the AONB area	Potential for permanent effects	Effects predicted for option A are the same for B. However, there may be added benefits from restoration of sites if the restored site encourages public access and associated recreational activity.
<b>5. To reduce the need to travel and promote use of sustainable</b>	<b>A:</b> Only outside of the North Pennines AONB and in areas not subject to	✓	✓	✗	Possible	Countywide	Temporary but long term effects due to the working duration of	Directing carboniferous limestone working away from the North Pennines AONB towards the carboniferous outcrop south, south west and south east of Barnard Castle is likely to ensure new working is served by

<sup>57</sup> provided they also create or safeguard employment, do not have an adverse impact on European sites and provide substantive landscape, biodiversity and geodiversity benefits

<b>transport options</b>	international or national biodiversity designations						carboniferous limestone quarries.	good access to the A66, A67 and markets in South Durham and the Tees Valley. However, this option is likely to increase the distances involved in transporting to markets in North Durham and Tyne and Wear once existing active Carboniferous Limestone permissions within the AONB expire in 2042.
	<b>B:</b> As (a) but in addition proposals for extensions to existing quarries and the reworking of former carboniferous limestone quarries within the AONB which have not been restored properly should also be considered. <sup>58</sup>	✓	✓	✓/x	Possible	Countywide	Temporary but long term effects due to the working duration of carboniferous limestone quarries.	As for option A, albeit the extenuating circumstances provided by this option may not increase distances minerals are transported to markets in North Durham and Tyne and Wear once existing active Carboniferous Limestone permissions expire to the same extent.
<b>6. To alleviate deprivation and poverty</b>	<b>A:</b> Only outside of the North Pennines AONB and in areas not subject to international or national biodiversity designations	x	x	x	Possible	West Durham (Weardale)	Potential for permanent effects	Whilst levels of deprivation are relatively low in communities within the Carboniferous Limestone outcrop, not allowing new or extended working within the North Pennines AONB may reduce direct and indirect employment opportunities in and related to minerals working over the Plan period. This option may also increase levels of unemployment once existing permissions relating to active sites expire.

<sup>58</sup> provided they also create or safeguard employment, do not have an adverse impact on European sites and provide substantive landscape, biodiversity and geodiversity benefits

	<b>B:</b> As (a) but in addition proposals for extensions to existing quarries and the reworking of former carboniferous limestone quarries within the AONB which have not been restored properly should also be considered. <sup>59</sup>	✓/✗	✓/✗	✓/✗	Possible	West Durham (Weardale)	Potential for permanent effects	As for option A, however employment opportunities will not be limited to the same extent.
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	<b>A:</b> Only outside of the North Pennines AONB and in areas not subject to international or national biodiversity designations	✓/✗	✓/✗	✗	Possible	West Durham	Potential for permanent effects	Minerals working is a rural industry which provides employment opportunities both directly and indirectly and provides the materials for infrastructure and construction which can support the wider economy. Therefore, not allowing new or extended working within the North Pennines AONB may reduce direct and indirect employment opportunities over the Plan period and will not safeguard employment once existing permissions relating to active sites expire. Long term negative effects are therefore predicted in relation to this issue. However, AONBs are unique and irreplaceable national assets and along with National Parks they represent the country's finest countryside. The special qualities of the AONB underpin tourism in the North

<sup>59</sup> provided they also create or safeguard employment, do not have an adverse impact on European sites and provide substantive landscape, biodiversity and geodiversity benefits

								Pennines which is also an important component of the rural economy. Therefore, restricting new minerals working which can adversely impact upon the natural beauty of the area and sense of remoteness will contribute indirectly towards safeguarding tourism and its associated contribution to the rural economy.
	<b>B:</b> As (a) but in addition proposals for extensions to existing quarries and the reworking of former carboniferous limestone quarries within the AONB which have not been restored properly should also be considered. <sup>60</sup>	✓/✗	✓/✗	✓	Possible	West Durham	Potential for permanent effects	Whilst this option would allow working within the AONB under certain circumstances, there are potential for longer term positive benefits to tourism in the North Pennines AONB through the proper restoration of sites and in particular if public access is encouraged or sites become an attraction in their own right. Additionally, this option contributes to safeguarding the associated employment of existing active sites within the North Pennines AONB.
<b>8. To reduce the causes of climate change</b>	<b>A:</b> Only outside of the North Pennines AONB and in areas not subject to international or national biodiversity designations	✓	✓	✓/✗	Probable	Countywide and beyond	Potential for permanent effects	This option will help to protect the peatlands of the North Pennines AONB which serve as an important carbon sink in County Durham. Directing carboniferous limestone working away from the North Pennines AONB towards the carboniferous outcrop south, south west and south east of Barnard Castle is likely to ensure new working is served by good access to the A66, A67 and markets in South Durham and the Tees Valley which

<sup>60</sup> provided they also create or safeguard employment, do not have an adverse impact on European sites and provide substantive landscape, biodiversity and geodiversity benefits

								may help to reduce distances travelled and associated emissions in the short to medium term. However, this option is likely to increase the distances involved in transporting to markets in North Durham and Tyne and Wear once existing active Carboniferous Limestone permissions within the AONB expire in 2042.
	<b>B:</b> As (a) but in addition proposals for extensions to existing quarries and the reworking of former carboniferous limestone quarries within the AONB which have not been restored properly should also be considered. <sup>61</sup>	✓/x	✓/x	✓/x	Possible	Countywide and beyond	Potential for permanent effects	Whilst this option is caveated with the need to provide substantive landscape, biodiversity and geodiversity benefits, extensions to existing quarries and the reworking of sites which have not been restored properly in the AONB may damage peatland and release stored emissions. However, opportunities also exist for the restoration of peatland and its associated carbon storage properties so effects will depend upon implementation.
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	<b>A:</b> Only outside of the North Pennines AONB and in areas not subject to international or national biodiversity designations	✓/x	✓/x	✓/x	Possible	West Durham	Potential for permanent effects	Option will ensure no potential adverse impact upon hydrological systems in the North Pennines AONB area as a result of minerals working which can increase flood risk elsewhere in the catchment. However, effect depends upon where working is alternatively located and whether there would be potential for adverse effects to existing hydrological systems.

<sup>61</sup> provided they also create or safeguard employment, do not have an adverse impact on European sites and provide substantive landscape, biodiversity and geodiversity benefits

	<b>B:</b> As (a) but in addition proposals for extensions to existing quarries and the reworking of former carboniferous limestone quarries within the AONB which have not been restored properly should also be considered. <sup>62</sup>	×	×	×	Possible	West Durham	Potential for permanent effects	Whilst still continuing to limit working in the AONB area, enabling some working under certain circumstances has the potential to impact upon hydrological systems in the North Pennines AONB and impact upon the water attenuation rates of peatland areas depending on the location of sites and the working method. As for option A, effects also depend upon where working is alternatively located outside of the AONB and whether there would be potential for adverse effects to existing hydrological systems.
<b>10. To protect and enhance biodiversity and geodiversity</b>	<b>A:</b> Only outside of the North Pennines AONB and in areas not subject to international or national biodiversity designations	✓/×	✓/×	✓/×	Possible	West Durham	Potential for permanent effects	Although minerals working could increase loss of habitat and disturbance levels this option aims to minimise effects by ensuring that areas of high biodiversity and geological value are avoided. However, please note that whilst designated areas may be avoided, land outside of designated areas may form important functional land for species and habitats associated with designated areas. The site selected may also impact upon connected designated sites through for example changes to air quality or hydrology. Ecological surveys, including Habitat Regulations Assessment where necessary should be undertaken to determine the presence/absence of protected species. The restoration of sites outside of the AONB should also provide

<sup>62</sup> provided they also create or safeguard employment, do not have an adverse impact on European sites and provide substantive landscape, biodiversity and geodiversity benefits

								substantive biodiversity/geodiversity benefits in order to secure longer term positive effects.
	<b>B:</b> As (a) but in addition proposals for extensions to existing quarries and the reworking of former carboniferous limestone quarries within the AONB which have not been restored properly should also be considered. <sup>63</sup>	✓/x	✓/x	✓	Possible	West Durham	Potential for permanent effects	Effects as for option A are predicted. However, this option provides opportunity for long term positive effects and the creation of net gains through the proper restoration of reworked sites and restoration of extended sites.
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	<b>A:</b> Only outside of the North Pennines AONB and in areas not subject to international or national biodiversity designations	✓/x	✓/x	✓/x	Possible	West Durham	Potential for permanent effects	Although minerals working will cause some level of landscape impact this option seeks to minimise effects by ensuring that the AONB designated landscape area is avoided. However, please note that whilst designated areas may be avoided, minerals working outside of the AONB may still adversely impact upon the AONB's special qualities depending upon location and scale. New working may also be alternatively located in other non-designated areas of high landscape value. Landscape assessment of proposals should be undertaken and the restoration of sites outside of the AONB should also provide

<sup>63</sup> provided they also create or safeguard employment, do not have an adverse impact on European sites and provide substantive landscape, biodiversity and geodiversity benefits



								substantive landscape benefits in order to secure longer term positive effects.
	<b>B:</b> As (a) but in addition proposals for extensions to existing quarries and the reworking of former carboniferous limestone quarries within the AONB which have not been restored properly should also be considered. <sup>64</sup>	✓/x	✓/x	✓	Possible	West Durham	Potential for permanent effects	As this option still limits working within the AONB, the effects as predicted for option A are relevant. However, this option provides opportunity for long term positive effects to the landscape of the AONB principally through the proper restoration of reworked sites and to a lesser degree through the restoration of extensions to existing sites.
<b>12. To protect and enhance cultural heritage and the historic environment</b>	<b>A:</b> Only outside of the North Pennines AONB and in areas not subject to international or national biodiversity designations	✓/x	✓/x	✓/x	Possible	West Durham	Potential for permanent effects	Although this option will help to protect the historic environment of the North Pennines AONB the effect of this option depends on where sites will otherwise be located. Option may direct development to other areas of historical / archaeological interest in West Durham. Typical impacts to the historic environment could occur as a result of: <ul style="list-style-type: none"> <li>) The development footprint areas itself</li> <li>) Change to historic building fabric</li> <li>) Ancillary works such as haul roads</li> <li>) Vibration damage and noise</li> <li>) Mitigation planting of trees</li> <li>) Reduction in landscape legibility</li> </ul>

<sup>64</sup> provided they also create or safeguard employment, do not have an adverse impact on European sites and provide substantive landscape, biodiversity and geodiversity benefits

							<ul style="list-style-type: none"> <li>) Dewatering of surrounding landscape</li> <li>) Subsidence</li> <li>) Dust and air-borne pollution</li> <li>) Movements of heavy traffic</li> <li>) Long term effects on setting and character</li> </ul> <p>These can be avoided or minimised by undertaking heritage assessment and archaeological evaluation to identify the specific risks of the proposal and associated mitigation measures which may include refusal of a proposal. Opportunities to increase understanding of heritage as a result of minerals development should also be sought e.g. interpretation regarding discovery of buried remains / artefacts</p>
	<p><b>B:</b> As (a) but in addition proposals for extensions to existing quarries and the reworking of former carboniferous limestone quarries within the AONB which have not been restored properly should also be considered.<sup>65</sup></p>	✓/x	✓/x	✓/x	Possible	West Durham	<p>Potential for permanent effects</p> <p>As this option still limits working within the AONB, the effects as predicted for option A are relevant albeit the historic environment of the North Pennines will not be protected to the same extent. Potential for positive effects if the landscape benefits of restoring sites improves landscape legibility. Opportunities to increase understanding of heritage as a result of minerals development should also be sought e.g. interpretation regarding discovery of buried remains / artefacts.</p>

<sup>65</sup> provided they also create or safeguard employment, do not have an adverse impact on European sites and provide substantive landscape, biodiversity and geodiversity benefits

<b>13. To protect and improve air, water and soil resources</b>	<b>A:</b> Only outside of the North Pennines AONB and in areas not subject to international or national biodiversity designations	✓/✗	✓/✗	✓/✗	Possible	West Durham	Potential for permanent effects	<p><b>Air</b> - Directing carboniferous limestone working away from the North Pennines AONB towards the carboniferous outcrop south, south west and south east of Barnard Castle is likely to ensure new working is served by good access to the A66, A67 and markets in South Durham and the Tees Valley which may help to reduce distances travelled and associated emissions in the short to medium term. However, this option is likely to increase the distances involved in transporting to markets in North Durham and Tyne and Wear once existing active Carboniferous Limestone permissions within the AONB expire in 2042. As for all minerals working, regardless of location, control measures may be required to ensure dust emissions resulting from minerals working are kept within acceptable levels</p> <p><b>Water</b> – Effect depends on where quarries are alternatively located and whether locations and working methods will avoid run-off to watercourses, change to hydrological systems etc. Limestone is an aquifer. Hydrology and hydrogeological studies will be required to determine impact on surface and ground water resources</p> <p><b>Land/Soil</b> – Effect depends on where quarries are alternatively located. This option may direct development to better quality agricultural land.</p>
	<b>B:</b> As (a) but in addition proposals for extensions to existing quarries and the	✓/✗	✓/✗	✓/✗	Possible	West Durham	Potential for permanent effects	<p><b>Air</b> - Directing carboniferous limestone working away from the North Pennines AONB towards the carboniferous outcrop south, south west and south east of Barnard Castle is likely to ensure new working is served by good access to the A66, A67 and</p>

	reworking of former carboniferous limestone quarries within the AONB which have not been restored properly should also be considered. <sup>66</sup>							markets in South Durham and the Tees Valley which may help to reduce distances travelled and associated emissions in the short to medium term. In addition, the extenuating circumstances provided by this option may not increase distances minerals are transported to markets in North Durham and Tyne and Wear once existing active Carboniferous Limestone permissions expire to the same extent. As for all minerals working, regardless of location, control measures may be required to ensure dust emissions resulting from minerals working are kept within acceptable levels  <b>Water</b> – Effect depends on which quarries are reworked, how existing quarries in the AONB are extended and where quarries outside of the AONB are located and whether such locations and working methods will avoid run-off to watercourses, change to hydrological systems etc. Limestone is an aquifer. Hydrology and hydrogeological studies will be required to determine impact on surface and ground water resources  <b>Land/Soil</b> – extensions to existing quarries and the reworking of sites which have not been restored properly in the AONB may damage peatland. However, opportunities also exist for the restoration of peatland so effects will depend upon implementation.
<b>14. To reduce waste and</b>	<b>A:</b> Only outside of the North	<b>0</b>	<b>0</b>	<b>0</b>	No clear link	-	-	SA objective is not relevant to the options under consideration.

<sup>66</sup> provided they also create or safeguard employment, do not have an adverse impact on European sites and provide substantive landscape, biodiversity and geodiversity benefits

<b>encourage the sustainable and efficient use of materials</b>	Pennines AONB and in areas not subject to international or national biodiversity designations							
	<b>B:</b> As (a) but in addition proposals for extensions to existing quarries and the reworking of former carboniferous limestone quarries within the AONB which have not been restored properly should also be considered. <sup>67</sup>	<b>0</b>	<b>0</b>	<b>0</b>	No clear link	-	-	SA objective is not relevant to the options under consideration.
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities</b>	<b>A:</b> Only outside of the North Pennines AONB and in areas not subject to international or national biodiversity designations	✓/✗	✓/✗	✓/✗	Possible	West Durham	Potential for permanent effects	This option contributes to reducing the adverse impacts on the environment of mineral working by aiming to avoid important landscape and biodiversity designations. However, restricting all working in the North Pennines AONB may not assist in helping to maintain a steady and adequate supply of carboniferous limestone in the longer term.

<sup>67</sup> provided they also create or safeguard employment, do not have an adverse impact on European sites and provide substantive landscape, biodiversity and geodiversity benefits

<b>and the environment</b>	<b>B:</b> As (a) but in addition proposals for extensions to existing quarries and the reworking of former carboniferous limestone quarries within the AONB which have not been restored properly should also be considered. <sup>68</sup>	✓/x	✓/x	✓/x	Possible	West Durham	Potential for permanent effects	Whilst not as restrictive, this option also principally aims to limit the adverse impacts on the environment of mineral working by ensuring working within the North Pennine AONB is only permitted under certain circumstances. In addition, the circumstances by which the re-working of former carboniferous limestone quarries may be permitted may have further beneficial effects in terms of remedying poor land or non-existent reclamation and may assist in helping to meet an identified need for minerals in the longer term.
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<b>Table 20 Policy 50, 51, 52 Issue/Option: Which locational approach to the working of sand and gravel should the Plan take?</b>								
<b>SA/SEA Objective</b>	<b>Options</b>	<b>Magnitude and Duration of Effect</b>			<b>Likelihood of Effect</b>	<b>Geographic Scale</b>	<b>Permanent / Temporary</b>	<b>Commentary</b>
		<b>Short Term</b>	<b>Medium Term</b>	<b>Long Term</b>				
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	<b>A:</b> Proposals to deepen existing magnesian limestone sites where basal Permian sand lies beneath the	<b>0</b>	<b>0</b>	<b>0</b>	Minor positive	Countywide, North East and nationally	Permanent	Ensuring that an adequate and steady supply of sand and gravel is available is necessary for new housing proposals across County Durham and other parts of the north east region and country regardless of where new working is located. However, delivery of the desired housing mix, type

<sup>68</sup> provided they also create or safeguard employment, do not have an adverse impact on European sites and provide substantive landscape, biodiversity and geodiversity benefits

existing quarry void at accessible depths								and quality will be the responsibility of other policy areas within the County Durham Plan.
<b>B:</b> Proposals to laterally extend existing magnesian limestone sites where basal Permian sand lies at accessible depths	<b>0</b>	<b>0</b>	<b>0</b>	Minor positive	Countywide, North East and nationally	Permanent	As above	
<b>C:</b> New sand and gravel sites, working fluvial or glacial sand and gravels wherever the resources occurs	<b>0</b>	<b>0</b>	<b>0</b>	Minor positive	Countywide, North East and nationally	Permanent	As above	
<b>D:</b> New sand and gravel working fluvial or glacial sand and gravels in locations outside of environmentally important areas and in locations in close proximity to markets e.g. Central Durham and the Tyne and Wear and	<b>0</b>	<b>0</b>	<b>0</b>	Minor positive	Countywide, North East and nationally	Permanent	As above	

	Tees Valley conurbations							
	<b>E:</b> Don't allocate new sites or extend existing sites (this includes lateral extensions or deepening)	<b>0</b>	<b>0</b>	<b>0</b>	Minor positive	Countywide, North East and nationally	Permanent	As above
<b>2. To promote strong, secure communities</b>	<b>A:</b> Proposals to deepen existing magnesian limestone sites where basal Permian sand lies beneath the existing quarry void at accessible depths	<b>0</b>	<b>×</b>	<b>×</b>	Possible	Central and South Durham	Temporary but potentially long term due to the duration of working	This option is likely to extend the working duration of quarries and may increase the volume of heavy lorry traffic and possible impact upon communities.
	<b>B:</b> Proposals to laterally extend existing magnesian limestone sites where basal Permian sand lies at accessible depths	<b>0</b>	<b>×</b>	<b>×</b>	Possible	Central and South Durham	Temporary but potentially long term due to the duration of working	This option is also likely to extend the working duration of quarries and may increase the volume of heavy lorry traffic and possible impact upon communities. In the event that material from the existing void is extracted in addition to magnesian limestone and sand from the extended area of the quarry the levels of minerals associated traffic may increase. Levels may be above those associated with option A as it is assumed that a greater quantity of material will need to be extracted initially in order to obtain the sand as opposed to the deepening of sites where a quantity of magnesian limestone will have already been extracted.



							Short term effects are not considered to be likely as further sand and gravel permissions are unlikely to be required until the end of the Plan period.
<b>C:</b> New sand and gravel sites, working fluvial or glacial sand and gravels wherever the resources occurs	<b>0</b>	X	X	Possible	Countywide but predominantly central and northern Durham (glacial resources) and along river corridors (fluvial resources)	Temporary but potentially long term due to the duration of working	New sites may increase levels of minerals associated traffic over and above existing levels which may adversely impact upon communities. Adverse effects can be avoided or minimised through adherence to the County Durham freight map. These maps show the designated road network that the drivers of heavy goods vehicles are expected to use to access destinations within the County. Short term effects are not considered to be likely as further sand and gravel permissions are unlikely to be required until the end of the Plan period.
<b>D:</b> New sand and gravel working fluvial or glacial sand and gravels in locations outside of environmentally important areas and in locations in close proximity to markets e.g. Central Durham and the Tyne and Wear and Tees Valley conurbations	<b>0</b>	X	XX	Possible	Central Durham	Temporary but potentially long term due to the duration of working	Due to existing minerals activity in Central Durham, there is potential for fluvial or glacial sand extraction located in close proximity to the markets in Central Durham to incur adverse cumulative traffic impacts to communities. Information to support proposals should consider in detail the potential for adverse cumulative effects and demonstrate that these can either be avoided or minimised to acceptable levels. Such information could be included within an Environmental Impact Assessment if proposals meet certain thresholds. Short term effects are not considered to be likely as further sand and gravel permissions are unlikely to be required until the end of the Plan period.
<b>E:</b> Don't allocate new sites or extend	<b>0</b>	X	X	Possible	Countywide	Temporary but potentially long term due	Not allocating new sites or extending existing sites does not mean that proposals will not be permitted. Therefore there is

	existing sites (this includes lateral extensions or deepening)						to the duration of working	potential for HGV movements associated with minerals working proposals to adversely impact upon communities. This option in general does not contribute towards steering new minerals working away from locations which could adversely impact upon communities and the environment.
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	<b>A:</b> Proposals to deepen existing magnesian limestone sites where basal Permian sand lies beneath the existing quarry void at accessible depths	<b>0</b>	<b>0</b>	<b>0</b>	Minor positive effect possible	Countywide	-	As this option is likely to extend the existing working duration of those Magnesian limestone sites where basal Permian sand is accessible it may also safeguard existing training opportunities.
	<b>B:</b> Proposals to laterally extend existing magnesian limestone sites where basal Permian sand lies at accessible depths	<b>0</b>	<b>0</b>	<b>0</b>	Minor positive effect possible	Countywide	-	As for option A, albeit the working duration of sites which extend laterally is likely to be greater than those which extend horizontally and therefore existing training opportunities may be safeguarded for longer.
	<b>C:</b> New sand and gravel sites, working fluvial or glacial sand and gravels wherever the resources occurs	<b>0</b>	✓	✓	Possible	Countywide	Potential for permanent effects	May increase training opportunities in relation to the working of new quarry sites in the County. Short term effects are not considered to be significant as due to the extent and adequacy of the sand and gravel landbank, further planning permissions are unlikely to be required until the end of the Plan period.

	<b>D:</b> New sand and gravel working fluvial or glacial sand and gravels in locations outside of environmentally important areas and in locations in close proximity to markets e.g. Central Durham and the Tyne and Wear and Tees Valley conurbations	<b>0</b>	✓	✓	Possible	Countywide	Potential for permanent effects	As for option C
	<b>E:</b> Don't allocate new sites or extend existing sites (this includes lateral extensions or deepening)	<b>0</b>	✓	✓	Possible	Countywide	Potential for permanent effects	Whilst sites will not be allocated within the Plan proposals may still be forthcoming which can contribute positively to training opportunities.
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	<b>A:</b> Proposals to deepen existing magnesian limestone sites where basal Permian sand lies beneath the existing quarry void at accessible depths	<b>0</b>	<b>0</b>	<b>0</b>	Probable	Central and South Durham	-	No significant effects – Although this option will extend the working duration of relevant quarries, control measures should already be in place to reduce noise, dust and vibration which can adversely impact upon health and wellbeing to acceptable levels.

	<b>B:</b> Proposals to laterally extend existing magnesian limestone sites where basal Permian sand lies at accessible depths	<b>0</b>	<b>×</b>	<b>×</b>	Possible	Central and South Durham	Potential for permanent effects	Control measures should be in place at existing quarry sites to reduce any sources of noise, dust and vibration to acceptable levels. However, this option may increase noise, dust and vibration from quarry sites particularly if existing voids are worked at the same time as an extension. Possible negative effects are therefore predicted albeit these would be considered as a matter of course through the planning system, including the adequacy of any existing control measures. The effect of this option also depends on which proposed extensions are accepted in terms of safeguarding of public open space and recreational amenity. Short term effects are not considered to be likely as further sand and gravel permissions are unlikely to be required until the end of the Plan period.
	<b>C:</b> New sand and gravel sites, working fluvial or glacial sand and gravels wherever the resources occurs	<b>0</b>	<b>×</b>	<b>×</b>	Possible	Countywide but predominantly central and northern Durham (glacial resources) and along river corridors (fluvial resources)	Potential for permanent effects	This option has the potential to increase noise, dust and possibly vibration levels in the County over and above existing levels associated with sand and gravel extraction. In addition, due to nature of fluvial sites this option may also impact upon recreational amenity along river networks. Short term effects are not considered to be likely as further sand and gravel permissions are unlikely to be required until the end of the Plan period.
	<b>D:</b> New sand and gravel working fluvial or glacial sand and gravels in locations outside of	<b>0</b>	<b>×</b>	<b>×</b>	Possible	Central Durham (cumulative effects)	Potential for permanent effects	This option has the potential to increase noise, dust and possibly vibration levels in the County over and above existing levels associated with sand and gravel extraction. In addition, due to existing minerals activity in Central Durham, there is potential for fluvial or glacial sand extraction located in

	environmentally important areas and in locations in close proximity to markets e.g. Central Durham and the Tyne and Wear and Tees Valley conurbations						close proximity to the markets in Central Durham to incur adverse cumulative noise, dust and possibly vibration levels and associated health effects. Information to support proposals should consider in detail the potential for adverse cumulative effects and demonstrate that these can either be avoided or minimised to acceptable levels. Such information could be included within an Environmental Impact Assessment if proposals meet certain thresholds.  Short term effects are not considered to be likely as further sand and gravel permissions are unlikely to be required until the end of the Plan period.
	<b>E:</b> Don't allocate new sites or extend existing sites (this includes lateral extensions or deepening)	<b>0</b>	<b>x</b>	<b>x</b>	Possible	Countywide	Potential for permanent effects  The potential for adverse effects are still predicted against this option as whilst sites will not be allocated within the Plan proposals may still be forthcoming. This option in general does not contribute towards steering new minerals working away from locations which could adversely impact upon communities and the environment.  Short term effects are not considered to be likely as further sand and gravel permissions are unlikely to be required until the end of the Plan period.
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	<b>A:</b> Proposals to deepen existing magnesian limestone sites where basal Permian sand lies beneath the existing quarry void at	<b>0</b>	<b>x</b>	<b>x</b>	Probable	Central and South Durham	Temporary but potentially long term due to the duration of working  In the event that sand is not concurrently extracted with Magnesian limestone there is potential for the distances travelled associated with minerals transportation to increase depending upon the location of markets. The number of journeys associated with the transportation of minerals from deepened quarries is however likely to increase over and above

	accessible depths						the journeys associated with the working of sites for magnesian limestone only.  Short term effects are not considered to be likely as further sand and gravel permissions are unlikely to be required until the end of the Plan period.
	<b>B:</b> Proposals to laterally extend existing magnesian limestone sites where basal Permian sand lies at accessible depths	<b>0</b>	<b>x</b>	<b>x</b>	Probable	Central and South Durham	Temporary but potentially long term due to the duration of working  In the event that sand is not concurrently extracted with Magnesian limestone there is potential for the distances travelled associated with minerals transportation to increase depending upon the location of markets. The number of journeys associated with the transportation of minerals from extended quarries is however likely to increase over and above the journeys associated with the working of sites for magnesian limestone only. Given that a lateral extension to a site is likely to require the extraction of a greater volume of magnesian limestone to obtain sand compared to deepening where a proportion of the limestone will have already been extracted, this option is predicted to generate a greater number of journeys than option A. Short term effects are not considered to be likely as further sand and gravel permissions are unlikely to be required until the end of the Plan period.
	<b>C:</b> New sand and gravel sites, working fluvial or glacial sand and gravels wherever the resources occurs	<b>0</b>	✓/x	✓/x	Possible	Countywide but predominantly central and northern Durham (glacial resources) and along	Temporary but potentially long term due to the duration of working  It is possible that this option would result in a lower volume of generated trips compared to Option B as less material may need to be removed before reaching the required sand and gravel resource, given that superficial deposits are usually closer to the surface than bedrock deposits. It is also possible that the overburden will be used to restore the site and will not be transported

						river corridors (fluvial resources)		elsewhere unlike magnesian limestone which has a commercial value. However, effects depend upon the distances involved with this option compared to the continued working of existing magnesian limestone sites. New sites may be in closer proximity to the strategic road network and/or there may be opportunities to transport sand and gravel by rail. Short term effects are not considered to be likely as further sand and gravel permissions are unlikely to be required until the end of the Plan period.
	<b>D:</b> New sand and gravel working fluvial or glacial sand and gravels in locations outside of environmentally important areas and in locations in close proximity to markets e.g. Central Durham and the Tyne and Wear and Tees Valley conurbations	<b>0</b>	✓/x	✓/x	Possible	North, Central and South Durham	Temporary but potentially long term due to the duration of working	Whilst this option will increase the volumes of trips in the County related to the transportation of sand and gravel, ensuring new sites are in locations in close proximity to markets will help to minimise transportation distances. Short term effects are not considered to be likely as further sand and gravel permissions are unlikely to be required until the end of the Plan period.
	<b>E:</b> Don't allocate new sites or extend existing sites (this includes lateral extensions or deepening)	<b>0</b>	✓/x	✓/x	Possible	North East region	Potential for permanent effects	Not allocating new sites or extending existing sites does not mean that proposals will not be permitted. Therefore effects depend upon the location of consented proposals and whether these would increase the numbers of minerals associated trips compared to alternatively allocated sites. This option does however

								provide less opportunity to steer new working towards locations which are accessible to good transport corridors, alternative modes of haulage and in proximity to markets.
<b>6. To alleviate deprivation and poverty</b>	<b>A:</b> Proposals to deepen existing magnesian limestone sites where basal Permian sand lies beneath the existing quarry void at accessible depths	<b>0</b>	✓	✓		Central and South Durham	Potential for permanent effects	Option has the potential to create some employment opportunities. Short term effects are not considered to be likely as further sand and gravel permissions are unlikely to be required until the end of the Plan period.
	<b>B:</b> Proposals to laterally extend existing magnesian limestone sites where basal Permian sand lies at accessible depths	<b>0</b>	✓	✓		Central and South Durham	Potential for permanent effects	Option has the potential to create some employment opportunities. Short term effects are not considered to be likely as further sand and gravel permissions are unlikely to be required until the end of the Plan period.
	<b>C:</b> New sand and gravel sites, working fluvial or glacial sand and gravels wherever the resources occurs	<b>0</b>	✓	✓	Possible	Countywide	Potential for permanent effects	Option has the potential to create some employment opportunities. Short term effects are not considered to be likely as further sand and gravel permissions are unlikely to be required until the end of the Plan period.
	<b>D:</b> New sand and gravel working fluvial or glacial sand	<b>0</b>	✓	✓	Possible	Countywide	Potential for permanent effects	As for option C



	and gravels in locations outside of environmentally important areas and in locations in close proximity to markets e.g. Central Durham and the Tyne and Wear and Tees Valley conurbations							
	<b>E:</b> Don't allocate new sites or extend existing sites (this includes lateral extensions or deepening)	0	0	0	Minor negative effects possible	Countywide	Potential for permanent effects	This option does not provide certainty to the industry regarding where working will be located in the long term which may hamper investment and associated employment opportunities.
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	<b>A:</b> Proposals to deepen existing magnesian limestone sites where basal Permian sand lies beneath the existing quarry void at accessible depths	0	✓	✓	Probable	Countywide	Temporary but potentially long term due to the duration of working	This option maximises resource recovery and therefore the economic potential of existing quarry sites. As the option will increase the working duration of existing sites it is also likely to safeguard and possibly create direct and indirectly related employment. Short term effects are not considered to be likely as further sand and gravel permissions are unlikely to be required until the end of the Plan period.
	<b>B:</b> Proposals to laterally extend existing magnesian limestone sites where basal	0	✓	✓	Probable	Countywide	Temporary but potentially long term due to the duration of working	This option encourages business expansion of existing quarries. As the option will increase the working duration of existing sites it is also likely to safeguard direct and indirectly related employment. There is also

	Permian sand lies at accessible depths							potential that this option could create new jobs. Short term effects are not considered to be likely as further sand and gravel permissions are unlikely to be required until the end of the Plan period.
	<b>C:</b> New sand and gravel sites, working fluvial or glacial sand and gravels wherever the resources occur	<b>0</b>	✓	✓✓	Possible	Countywide	Potential for permanent effects	Compared to options A and B this option is predicted to encourage a greater level of business expansion in the minerals sector in County Durham due to lower levels of working of fluvial and glacial deposits in the County. This option may also create or safeguard a greater level of direct employment. Short term effects are not considered to be likely as further sand and gravel permissions are unlikely to be required until the end of the Plan period.
	<b>D:</b> New sand and gravel working fluvial or glacial sand and gravels in locations outside of environmentally important areas and in locations in close proximity to markets e.g. Central Durham and the Tyne and Wear and Tees Valley conurbations	<b>0</b>	✓	✓✓	Possible	Countywide	Potential for permanent effects	As for option C, however, ensuring that minerals working is located in close proximity to markets will reduce associated haulage costs and therefore increase GVA. Short term effects are not considered to be likely as further sand and gravel permissions are unlikely to be required until the end of the Plan period.
	<b>E:</b> Don't allocate new sites or extend	<b>0</b>	×	×	Possible	Countywide	Potential for permanent effects	Whilst County Durham has an extensive sand and gravel landbank and there has been an overall reduction in demand since

	existing sites (this includes lateral extensions or deepening)							<p>the economic downturn, there is uncertainty over the likely delivery of some permitted sand and gravel sites. It is also assumed that demand will rise in future years once the economy leaves recession. Therefore not allocating additional resource over the Plan period may not ensure that a steady and adequate supply is maintained in the future. Ensuring such a supply is essential to the wider economy and the construction industry to deliver and maintain built development and infrastructure. This option also does not provide certainty to the industry regarding where working will be located in the long term which may hamper investment.</p> <p>Short term effects are not considered to be likely as further sand and gravel permissions are unlikely to be required until the end of the Plan period.</p>
<b>8. To reduce the causes of climate change</b>	<b>A:</b> Proposals to deepen existing magnesian limestone sites where basal Permian sand lies beneath the existing quarry void at accessible depths	<b>0</b>	<b>×</b>	<b>×</b>	Probable	Countywide and beyond	Potential for permanent effects	<p>Deepening existing magnesian limestone sites where basal Permian sand lies beneath the existing quarry void will increase the energy demand in relation to the removal of overlying materials. This will increase greenhouse gas emissions. Short term effects are not considered to be likely as further sand and gravel permissions are unlikely to be required until the end of the Plan period.</p>
	<b>B:</b> Proposals to laterally extend existing magnesian limestone sites where basal Permian sand	<b>0</b>	<b>×</b>	<b>×</b>	Probable	Countywide and beyond	Potential for permanent effects	<p>Laterally extending existing magnesian limestone sites to access Basal Permian sand will increase the energy demand and emissions further than option A in relation to the removal and transportation of greater quantities of overlying materials in order to access underlying sand.</p>

	lies at accessible depths							Short term effects are not considered to be likely as further sand and gravel permissions are unlikely to be required until the end of the Plan period.
	<b>C:</b> New sand and gravel sites, working fluvial or glacial sand and gravels wherever the resources occurs	<b>0</b>	<b>x</b>	<b>x</b>	Probable	Countywide and beyond	Potential for permanent effects	The working of new sites in the County will increase emissions related to minerals extraction over and above existing levels. There is however uncertainty as to whether this option will increase emissions over and above those linked to Options B. The energy demand related to the removal of fluvial or glacial sand may be less intensive than basal Permian sand due to the type and quantity of overburden materials. Effects will also depend upon where new sites are located relative to the strategic road network and whether there are opportunities to transport materials by rail. Short term effects as for Option A and B.
	<b>D:</b> New sand and gravel working fluvial or glacial sand and gravels in locations outside of environmentally important areas and in locations in close proximity to markets e.g. Central Durham and the Tyne and Wear and Tees Valley conurbations	<b>0</b>	<b>x</b>	<b>x</b>	Probable	Countywide and beyond	Potential for permanent effects	As for option C, however, this option will help to reduce adverse effects of minerals working by reducing haulage distances and associated emissions. Short term effects as for Options A, B and C

	<b>E:</b> Don't allocate new sites or extend existing sites (this includes lateral extensions or deepening)	<b>0</b>	<b>x</b>	<b>x</b>	Possible	Countywide and beyond	Potential for permanent effects	Not allocating new sites or extending existing sites does not mean that proposals will not be permitted and associated emissions will occur, only that there will be less certainty regarding their location. This option does however provide less opportunity to steer new working towards locations which are accessible to good transport corridors, alternative modes of haulage and in proximity to markets etc. which can contribute towards reducing haulage associated emissions.
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	<b>A:</b> Proposals to deepen existing magnesian limestone sites where basal Permian sand lies beneath the existing quarry void at accessible depths	<b>0</b>	✓/x	✓/x	Possible	Central and South Durham	Potential for permanent effects	In relation to A and B. Magnesian limestone is porous and is an aquifer. (Possibly, the basal Permian sands may be also). So the issue of more importance may be the impact on the aquifer and its ability to supply potable and agricultural water supplies. Mineral extraction (magnesian limestone) would remove some of the aquifer but the impact on the aquifer as a whole, which underlies the entirety of East Durham may be negligible. It is important that any such mineral extraction should occur lay outside EA Source Protection Zones.  Short term effects are not considered to be likely as further sand and gravel permissions are unlikely to be required until the end of the Plan period.
	<b>B:</b> Proposals to laterally extend existing magnesian limestone sites where basal Permian sand lies at	<b>0</b>	✓/x	✓/x	Possible	Central and South Durham	Potential for permanent effects	As for Option A

	accessible depths							
	<b>C:</b> New sand and gravel sites, working fluvial or glacial sand and gravels wherever the resources occurs	<b>0</b>	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	As extraction of fluvial deposits are likely to take place within or adjacent to floodplains opportunities could be sought to provide flood storage. However, there are potential for negative effects in terms of lost productivity if site buildings and other works flood. Short term effects are as for option A and B
	<b>D:</b> New sand and gravel working fluvial or glacial sand and gravels in locations outside of environmentally important areas and in locations in close proximity to markets e.g. Central Durham and the Tyne and Wear and Tees Valley conurbations	<b>0</b>	✓/x	✓/x	Possible	Countywide but predominantly central and northern Durham (glacial resources) and along river corridors (fluvial resources)	Potential for permanent effects	As for Option C
	<b>E:</b> Don't allocate new sites or extend existing sites (this includes lateral extensions or deepening)	<b>0</b>	✓/x	✓/x	Possible	North East region	Potential for permanent effects	Not allocating new sites or extending existing sites does not mean that proposals that have the potential to affect hydrological systems will not be forthcoming over the Plan period. Effects therefore depend upon implementation.

<b>10. To protect and enhance biodiversity and geodiversity</b>	<b>A:</b> Proposals to deepen existing magnesian limestone sites where basal Permian sand lies beneath the existing quarry void at accessible depths	<b>0</b>	<b>xx</b>	<b>xx</b>	Possible	Central, South and East Durham	Potential for permanent effects	Whilst this option is unlikely to increase loss of habitat or increase levels of disturbance from active sites it will extend the working duration of existing sites which will delay the potential realisation of biodiversity benefits as a result of restoration. In addition, effects also depend upon which existing sites are deepened within the basal Permian outcrop. Changes to the working methods of existing quarries may have the potential to adversely affect European protected sites. A Habitat Regulations Assessment of proposals may be required to determine likely effects further and identify any suitable avoidance or mitigation measures which may include refusal of proposals. Short term effects are not considered to be likely as further sand and gravel permissions are unlikely to be required until the end of the Plan period.
	<b>B:</b> Proposals to laterally extend existing magnesian limestone sites where basal Permian sand lies at accessible depths	<b>0</b>	<b>xx</b>	<b>xx</b>	Possible	Central, South and East Durham	Potential for permanent effects	Extensions to existing magnesian limestone sites may adversely affect biodiversity negatively in terms of loss of habitat/priority habitat (Magnesian Limestone grassland) and increased disturbance to species. The majority of existing sites within or near to the basal Permian sand outcrop are within proximity to SSSI's and in many cases Local Nature Reserves and Local Wildlife Sites. Extensions to quarries in close proximity to European protected sites may adversely impact their integrity. Short term effects as for Option A.
	<b>C:</b> New sand and gravel sites, working fluvial or glacial sand and gravels wherever the	<b>0</b>	<b>xx</b>	<b>xx</b>	Possible	Countywide	Potential for permanent effects	The working of new fluvial or glacial sand and gravel sites is likely to increase levels of disturbance to species over and above existing levels and result in a loss of habitat either directly through land take or indirectly through for example, changes to ground

	resources occurs							water or surface water. Areas of high value biodiversity may be affected with nationally recognised designations occurring in the resource area. This option could result in the fragmentation of riparian habitats in particular. Short term effects as for Option A and B.
	<b>D:</b> New sand and gravel working fluvial or glacial sand and gravels in locations outside of environmentally important areas and in locations in close proximity to markets e.g. Central Durham and the Tyne and Wear and Tees Valley conurbations	<b>0</b>	<b>X</b>	<b>X</b>	Possible	Countywide but predominantly central and northern Durham (glacial resources) and along river corridors (fluvial resources)	Potential for permanent effects	As for Option C, however, this option seeks to steer new working away from environmentally important areas and it is assumed that areas designated for biodiversity/geodiversity will be avoided. The likely significance of effects is therefore minimised.
	<b>E:</b> Don't allocate new sites or extend existing sites (this includes lateral extensions or deepening)	<b>0</b>	<b>XX</b>	<b>XX</b>	Possible	Countywide	Potential for permanent effects	Not allocating new sites or extending existing sites does not mean that proposals will not be forthcoming over the Plan period with the potential for significant adverse effects to biodiversity.
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	<b>A:</b> Proposals to deepen existing magnesian limestone sites where basal Permian sand	<b>0</b>	<b>0</b>	<b>0</b>	Probable	Central and South Durham	-	No significant effects - Whilst this option will increase the working duration of sites and therefore delay restoration the deepening of sites is unlikely to cause significant alteration to the landscape, if any as



	lies beneath the existing quarry void at accessible depths							working is likely to take place within the existing quarry void.
	<b>B:</b> Proposals to laterally extend existing magnesian limestone sites where basal Permian sand lies at accessible depths	<b>0</b>	xx	xx	Possible	Central and South Durham	Potential for permanent effects	The extension of existing sites is likely to have some adverse physical and visual effect upon the landscape, particularly as basal Permian sand occurs on ridges which outcrop along the prominent and visually open Magnesian Limestone escarpment. Substantial landscape benefits should be sought through restoration to offset potentially significant, albeit localised effects whilst extension(s) are being worked. However, due to the prominent location of extensions, it may not be possible to offset adverse effects fully.
	<b>C:</b> New sand and gravel sites, working fluvial or glacial sand and gravels wherever the resources occurs	<b>0</b>	xx	xx	Possible	West Durham and East Durham	Potential for permanent effects	Fluvial and glacial deposits generally occur Countywide, therefore working may take place within nationally designated or defined landscape areas such as the North Pennines AONB or the Durham Heritage Coast with potential for significant adverse landscape effects occurring.
	<b>D:</b> New sand and gravel working fluvial or glacial sand and gravels in locations outside of environmentally important areas and in locations in close proximity to markets e.g.	<b>0</b>	x	x	Possible	Countywide but predominantly central and northern Durham (glacial resources) and along river corridors (fluvial resources)	Potential for permanent effects	Whilst working may still occur in areas of high landscape value, this option is likely to direct working away from the North Pennines AONB and Heritage Coast. Due to the geology of the County, whilst widespread, deposits do not generally coincide with the Magnesian Limestone escarpment.

	Central Durham and the Tyne and Wear and Tees Valley conurbations							
	<b>E:</b> Don't allocate new sites or extend existing sites (this includes lateral extensions or deepening)	<b>0</b>	xx	xx	Possible	Countywide	Potential for permanent effects	Not allocating new sites or extending existing sites does not mean that proposals will not be forthcoming over the Plan period with the potential for significant adverse effects to landscape.
<b>12. To protect and enhance cultural heritage and the historic environment</b>	<b>A:</b> Proposals to deepen existing magnesian limestone sites where basal Permian sand lies beneath the existing quarry void at accessible depths	<b>0</b>	<b>0</b>	<b>0</b>	Probable	Central and South Durham	-	Deepening existing sites is unlikely to affect heritage assets. An archaeological assessment of the existing sites will have already been undertaken and it is considered unlikely that any additional remains / artefacts will be discovered at such depths.
	<b>B:</b> Proposals to laterally extend existing magnesian limestone sites where basal Permian sand lies at accessible depths	<b>0</b>	x	x	Possible	Central and South Durham	Potential for permanent effects	There appear to be few historic environment constraints within the vicinity of the basal Permian outcrop. However, extensions to existing sites may damage undiscovered archaeological remains and historical context e.g mediaeval field enclosures, rig and furrow etc. Vibrations from minerals working and potential impacts upon land stability may also adversely affect designated and non-designated assets further afield. A heritage and archaeological assessment of proposals should be undertaken to determine likely effects further and identify suitable avoidance or

							mitigation measures which may include the refusal of proposals.
<b>C:</b> New sand and gravel sites, working fluvial or glacial sand and gravels wherever the resources occurs	<b>0</b>	xx	xx	Possible	Countywide	Potential for permanent effects	Given the relatively widespread availability of fluvial and glacial sand resources in the County, allowing working wherever it occurs has the potential to adversely affect a wide array of heritage assets, including undiscovered archaeological features. Potential for significant effects depending upon the asset affected. The NPPF advises that the more important the asset, the greater the weight should be (Para 132). A heritage and archaeological assessment of proposals should be undertaken to determine likely effects further and identify suitable avoidance or mitigation measures which may include the refusal of proposals.
<b>D:</b> New sand and gravel working fluvial or glacial sand and gravels in locations outside of environmentally important areas and in locations in close proximity to markets e.g. Central Durham and the Tyne and Wear and Tees Valley conurbations	<b>0</b>	xx	xx	Possible	Countywide but predominantly central and northern Durham (glacial resources) and along river corridors (fluvial resources)	Potential for permanent effects	Whilst this option is likely to avoid environmentally designated areas such as the North Pennines AONB and its associated heritage for example, new sand and gravel working may still impact upon a wide array of heritage assets outside of these areas. Effects are therefore as for option C.
<b>E:</b> Don't allocate new sites or extend existing sites	<b>0</b>	xx	xx	Possible	Countywide	Potential for permanent effects	Not allocating new sites or extending existing sites does not mean that proposals will not be forthcoming over the Plan period

	(this includes lateral extensions or deepening)							with the potential for significant adverse effects to heritage.
<b>13. To protect and improve air, water and soil resources</b>	<b>A:</b> Proposals to deepen existing magnesian limestone sites where basal Permian sand lies beneath the existing quarry void at accessible depths	<b>0</b>	<b>X</b>	<b>X</b>	Possible	Central and South Durham	Potential for permanent effects	<p><b>Air</b> – The number of journeys associated with the transportation of minerals and associated emissions to air from deepened quarries is likely to increase over and above the journeys associated with the working of sites for magnesian limestone only. Whilst controls will be in place to manage dust emissions these may need to be reviewed as part of any additional consents to ensure that they are fit for purpose</p> <p><b>Water</b> – Potential for deepening activity to affect groundwater and the aquifer both in the sense of its quality and quantity if dewatering is required. This option may remove part of the aquifer</p> <p><b>Soil</b> – There should be no significant impact to soil resources as these are likely to have been removed previously to access Magnesian limestone.</p>
	<b>B:</b> Proposals to laterally extend existing magnesian limestone sites where basal Permian sand lies at accessible depths	<b>0</b>	<b>X</b>	<b>X</b>	Possible	Central and South Durham	Potential for permanent effects	<p><b>Air</b> – The number of journeys associated with the transportation of minerals and associated emissions to air from extended quarries is likely to increase over and above the journeys associated with the working of material from the existing void only. Higher volumes of traffic and therefore emissions are predicted under this option compared to Option A as a greater volume of material will need to first be extracted and transported to obtain the basal Permian sand. Control measures to manage dust emissions</p>

							<p>associated with the working of extended sites are likely to be required.</p> <p><b>Water</b> – Potential for surface and ground water quality to be adversely impacted by the working of extended sites. The quantitative status of groundwater may also be affected if dewatering is required. This option may remove part of the aquifer.</p> <p><b>Soil</b> – This option will increase land take for sand and gravel working and may impair soil quality. A plan for the proper management and restoration of soil should be submitted alongside proposals</p>
<b>C:</b> New sand and gravel sites, working fluvial or glacial sand and gravels wherever the resources occurs	<b>0</b>	<b>×</b>	<b>×</b>	Possible	Countywide	Potential for permanent effects	Effects as for option B with the exception that the volumes of material that may need to be transported and associated emissions to air may be reduced compared to Option B given that superficial deposits are usually closer to the surface than bedrock deposits. However, the working of fluvial deposits in particular may incur damage and disturbance to better quality agricultural land compared to options A and B
<b>D:</b> New sand and gravel working fluvial or glacial sand and gravels in locations outside of environmentally important areas and in locations in close proximity to markets e.g.	<b>0</b>	<b>×</b>	<b>×</b>	Possible	Countywide but predominantly central and northern Durham (glacial resources) and along river corridors (fluvial resources)	Potential for permanent effects	Effects as for option C with the further exception that this option aims to locate working in close proximity to markets and therefore emissions to air associated with haulage may be minimised. . However, the working of fluvial deposits in particular may incur damage and disturbance to better quality agricultural land compared to options A and B

	Central Durham and the Tyne and Wear and Tees Valley conurbations							
	<b>E:</b> Don't allocate new sites or extend existing sites (this includes lateral extensions or deepening)	<b>0</b>	<b>×</b>	<b>×</b>	Possible	Countywide	Potential for permanent effects	Not allocating new sites or extending existing sites does not mean that proposals will not be forthcoming over the Plan period with the potential for adverse effects to air, water and soil resources.
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	<b>A:</b> Proposals to deepen existing magnesian limestone sites where basal Permian sand lies beneath the existing quarry void at accessible depths	<b>0</b>	<b>✓</b>	<b>✓</b>	Probable	Central and South Durham	Potential for permanent effects	Deepening existing Magnesian limestone quarries as opposed to laterally extending is likely to minimise the unnecessary extraction of resources, in this case Magnesian limestone, give the extent of existing permitted reserves. In addition, this option will minimise the use of resources and waste related to the construction of access tracks and other infrastructure required for new sites.
	<b>B:</b> Proposals to laterally extend existing magnesian limestone sites where basal Permian sand lies at accessible depths	<b>0</b>	<b>×</b>	<b>×</b>	Probable	Central and South Durham	Potential for permanent effects	Given the extent of existing permitted reserves this option would involve the unnecessary extraction of Magnesian Limestone. In addition the use of further resources and waste may be generated in relation to the need for additional infrastructure to enable the working of extended sites.
	<b>C:</b> New sand and gravel sites, working fluvial or glacial sand	<b>0</b>	<b>×</b>	<b>×</b>	Probable	Countywide	Potential for permanent effects	New sites will increase levels of minerals related waste and use of resources to provide necessary infrastructure to enable the working of the site.

	and gravels wherever the resources occurs							
	<b>D:</b> New sand and gravel working fluvial or glacial sand and gravels in locations outside of environmentally important areas and in locations in close proximity to markets e.g. Central Durham and the Tyne and Wear and Tees Valley conurbations	<b>0</b>	<b>x</b>	<b>x</b>	Possible	Countywide but predominantly central and northern Durham (glacial resources) and along river corridors (fluvial resources)	Potential for permanent effects	As for option C
	<b>E:</b> Don't allocate new sites or extend existing sites (this includes lateral extensions or deepening)	<b>0</b>	<b>x</b>	<b>x</b>	Possible	North East region	Potential for permanent effects	Not allocating new sites or extending existing sites does not mean that proposals will not be forthcoming over the Plan period with the potential for increased levels of minerals related waste and use of resources to provide necessary infrastructure to enable the working of sites.
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities</b>	<b>A:</b> Proposals to deepen existing magnesian limestone sites where basal Permian sand lies beneath the existing quarry void at	<b>0</b>	✓/x	✓/x	Probable	Central and South Durham	Potential for permanent effects	Of the options that require mineral working, this option comparatively minimises impacts upon communities, most environment receptors and makes better use of resources.

<b>and the environment</b>	accessible depths							
	<b>B:</b> Proposals to laterally extend existing magnesian limestone sites where basal Permian sand lies at accessible depths	<b>0</b>	×	×	Probable	Central and South Durham	Potential for permanent effects	Given the extent of permitted Magnesian Limestone resources this option is also unlikely to make the most efficient use of the County's resources. In addition, given that a lateral extension to a site is likely to require the extraction of a greater volume of magnesian limestone to obtain sand compared to deepening where a proportion of the limestone will have already been extracted, this option is predicted to generate a greater number of journeys and associated emissions than option A. The number of journeys may also be over and above those associated with options C and D in relation to the removal of material to gain access to underlying sand given that bedrock deposits are not usually as close to the surface as superficial deposits.
	<b>C:</b> New sand and gravel sites, working fluvial or glacial sand and gravels wherever the resources occurs	<b>0</b>	×	×	Probable	Countywide	Potential for permanent effects	Compared to the other minerals working options, this option does not aim to minimise impacts upon communities or the environment, increasing for some receptors the potential significance of adverse effects.
	<b>D:</b> New sand and gravel working fluvial or glacial sand and gravels in locations outside of environmentally important areas and in locations	<b>0</b>	×	×	Possible	Countywide but predominantly central and northern Durham (glacial resources) and along river corridors	Potential for permanent effects	This option aims to minimise adverse effects principally upon the environment whilst meeting an identified need for minerals. However, given the extent of existing working in close proximity to markets this option may increase the potential for adverse cumulative effects to communities. In addition, the working of new sites as opposed to existing sites is likely to make less efficient use of resources in respect of



	in close proximity to markets e.g. Central Durham and the Tyne and Wear and Tees Valley conurbations					(fluvial resources)		infrastructure requirements to enable their working.
	<b>E:</b> Don't allocate new sites or extend existing sites (this includes lateral extensions or deepening)	<b>0</b>	<b>X</b>	<b>X</b>	Possible	Countywide	Potential for permanent effects	Not allocating new sites or extending existing sites does not mean that proposals will not be forthcoming over the Plan period. However, not having a plan led approach creates uncertainty regarding whether an identified need for minerals will be met and does not contribute towards steering new minerals working away from locations which could adversely impact upon communities and the environment.

**Policy 53: Brick Making Raw Materials**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 54: Surface Mined Coal and Fireclay**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 55: Natural Building and Roofing Stone**

Table 21 Policy 55 Issue/Option: Which locational approach to the working of natural building and roofing stone should the County Durham Plan take?									
SA/SEA Object. Number	Options Assessed	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
		S	M	L					

<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	<b>A:</b> Only outside of the North Pennines AONB and in areas not subject to international or national biodiversity designations	<b>0</b>	<b>0</b>	<b>0</b>	Minor positive	Countywide, North East and nationally	Indirect Permanent	Ensuring that an adequate and steady supply of natural building and roofing stone is available is necessary for new housing proposals and restoration projects across County Durham and other parts of the north east region and country regardless of where new working is located. However, delivery of the desired housing mix, type and quality will be the responsibility of other policy areas within the County Durham Plan.	-
	<b>B:</b> Locate the majority of new working to areas outside the North Pennines AONB and international or national biodiversity designations but allow some small scale working in certain circumstances within the AONB	<b>0</b>	<b>0</b>	<b>0</b>	Minor positive	Countywide, North East and nationally	Indirect Permanent	As above	-
	<b>C:</b> Do not provide any locational guidance	<b>0</b>	<b>0</b>	<b>0</b>	Minor positive	Countywide, North East and nationally	Indirect Permanent	As above	-
<b>2. To promote strong secure communities</b>	<b>A:</b> Only outside of the North Pennines AONB and in areas not subject to international or national biodiversity designations	<b>0</b>	<b>0</b>	<b>0</b>	Minor negative possible	West Durham	Direct Temporary but long term effects due to the potentially long duration of planning permission	Historically, production of natural and building stone in County Durham has been small scale in nature with overall production estimated to be between 20,000 to 30,000 tonnes per year. Output at some satellite quarries can be very low at less than 500 tonnes per year with many sites being worked intermittently. In the event that production continues to be small scale it is considered that the impact of haulage movements on communities will be	<b>SOC1:</b> Effects can be avoided or minimised further through adherence to the County Durham freight map

							for building and roofing stone quarries	de-minimus (e.g. similar to the impact of farm traffic). However, any adverse effects can be avoided or minimised through adherence to the County Durham freight map. These maps show the designated road network that the drivers of heavy goods vehicles are expected to use to access destinations within the County.	
	<b>B: Locate the majority of new working to areas outside the North Pennines AONB and international or national biodiversity designations but allow some small scale working in certain circumstances within the AONB</b>	<b>0</b>	<b>0</b>	<b>0</b>	Minor negative possible	West Durham	Direct  Temporary but long term effects due to the potentially long duration of planning permission for building and roofing stone quarries	As above	<b>As above</b>
	<b>C: Do not provide any locational guidance</b>	<b>0</b>	<b>0</b>	<b>0</b>	Minor negative possible	West Durham	Direct  Temporary but long term effects due to the potentially long duration of planning permission for building and roofing	As above	<b>As above</b>

							stone quarries		
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	<b>A:</b> Only outside of the North Pennines AONB and in areas not subject to international or national biodiversity designations	0	0	0	Minor positive effect possible	West Durham	Indirect  Potential for permanent effects	Option will contribute towards safeguarding the North Pennines AONB and associated heritage and biodiversity/geodiversity as a lifelong learning resource	-
	<b>B:</b> Locate the majority of new working to areas outside the North Pennines AONB and international or national biodiversity designations but allow some small scale working in certain circumstances within the AONB	0	0	0	Minor positive effect possible	West Durham	Indirect  Potential for permanent effects	This option will also contribute towards safeguarding the North Pennines AONB and associated heritage and biodiversity/geodiversity as a lifelong learning resource by limiting future working to small scale working in certain circumstances.	-
	<b>C:</b> Do not provide any locational guidance	0	0	0	Minor negative effect possible	West Durham	Indirect  Potential for permanent effects	This option may increase the number of proposals within the North Pennines AONB and therefore does not contribute to its protection as a lifelong learning resource	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	<b>A:</b> Only outside of the North Pennines AONB and in areas not subject to international or national biodiversity designations	✓/x	✓/x	✓/x	Possible	West Durham and beyond in relation to visitors to the AONB area	Direct  Potential for permanent effects.	Option will help to safeguard the tranquillity and recreation resource of the North Pennines AONB and associated positive physical and mental wellbeing benefits to both residents and visitors. However, as mineral working can adversely impact health and wellbeing through for example, noise and dust, the health and wellbeing effects of this option depend on where sites are located, how they are worked and what control measures are put in place. Such issues will be considered through the planning process	-

	<b>B:</b> Locate the majority of new working to areas outside the North Pennines AONB and international or national biodiversity designations but allow some small scale working in certain circumstances within the AONB	✓/✗	✓/✗	✓/✗	Possible	West Durham and beyond in relation to visitors to the AONB area	Direct Potential for permanent effects	Effects predicted for option A are the same for B.	-
	<b>C:</b> Do not provide any locational guidance	✓/✗	✓/✗	✓/✗	Possible	West Durham	Direct Potential for permanent effects	As above, however, this option will not safeguard the recreational resource of the North Pennines AONB to the same extent.	-
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	<b>A:</b> Only outside of the North Pennines AONB and in areas not subject to international or national biodiversity designations	✓	✓	✓	Possible	Countywide and beyond	Direct Temporary but long term effects due to the potentially long duration of planning permissions for building and roofing stone quarries	Directing natural building and roofing stone working away from the North Pennines AONB towards the Namurian rock outcrop in the Dales Fringe <sup>69</sup> is likely to ensure new working is served by good access to the A66, A67 and markets in South Durham and the Tees Valley and to stone processing sites. As the only active site in the North Pennines AONB is in the process of being restored, distances to transport stone to markets to the North are not considered likely to increase over and above existing levels.	-

<sup>69</sup> For clarity purposes, please note that directing natural building and roofing stone working away from the North Pennines AONB is likely to result in further working of stone in the Dales Fringe County Character Area.

	<b>B:</b> Locate the majority of new working to areas outside the North Pennines AONB and international or national biodiversity designations but allow some small scale working in certain circumstances within the AONB	✓	✓	✓	Possible	Countywide and beyond	Direct  Temporary but long term effects due to the potentially long duration of planning permissions for building and roofing stone quarries	As for option A, albeit allowing some small scale working in certain circumstances.  may contribute towards reducing distances stone is transported to markets in the North.	-
	<b>C:</b> Do not provide any locational guidance	×	×	×	Possible	Countywide and beyond	Direct  Temporary but long term effects due to the potentially long duration of planning permissions for building and roofing stone quarries	The absence of locational guidance will not contribute to reducing distances associated with the extraction, processing and transportation of stone.	<b>NA</b> – residual effect of option
<b>6. To alleviate deprivation and poverty</b>	<b>A:</b> Only outside of the North Pennines AONB and in areas not subject to international or	×	×	×	Possible	West Durham (Weardale)	Indirect	Whilst levels of deprivation are relatively low in West Durham, not allowing new working within the North Pennines AONB may reduce direct and indirect employment opportunities	<b>NA</b> – residual effect of option

	national biodiversity designations						Potential for permanent effects	in and related to minerals working over the Plan period.	
	<b>B:</b> Locate the majority of new working to areas outside the North Pennines AONB and international or national biodiversity designations but allow some small scale working in certain circumstances within the AONB	✓/x	✓/x	✓/x	Possible	West Durham (Weardale)	Indirect  Potential for permanent effects	As for option A, however potential employment opportunities will not be limited to the same extent.	-
	<b>C:</b> Do not provide any locational guidance	✓	✓	✓	Possible	West Durham	Indirect  Potential for permanent effects	Option places no restriction on the location of new working within the outcrop and therefore no restriction on potential direct and indirect employment opportunities.	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	<b>A:</b> Only outside of the North Pennines AONB and in areas not subject to international or national biodiversity designations	✓/x	✓/x	✓/x	Possible	West Durham	Direct  Potential for permanent effects	Minerals working is a rural industry which provides employment opportunities both directly and indirectly and provides the materials construction which can support the wider economy. Therefore, not allowing new or extended working within the North Pennines AONB may reduce direct and indirect employment opportunities. Safeguarding of employment at existing sites is less of an issue given that the only active sandstone site within the North Pennines AONB is currently being restored. However, AONBs are unique and irreplaceable national assets and along with National Parks they represent the country's finest countryside. The special qualities of the AONB underpin tourism in the North Pennines which is also	-

								an important component of the rural economy. Therefore, restricting new minerals working which can adversely impact upon the natural beauty of the area and sense of remoteness will contribute indirectly towards safeguarding tourism and its associated contribution to the rural economy.	
	<b>B:</b> Locate the majority of new working to areas outside the North Pennines AONB and international or national biodiversity designations but allow some small scale working in certain circumstances within the AONB	✓/x	✓/x	✓	Possible	West Durham	Direct  Potential for permanent effects	As this option still principally aims to locate new working outside of the North Pennines AONB, similar effects to Option A are predicted. However, as this option is less restrictive than Option A it may create new employment opportunities within the AONB. Potential for longer term positive effects as a result in the event that small scale working is achieved without damaging the special qualities of the North Pennines AONB.	-
	<b>C:</b> Do not provide any locational guidance	x	x	x	Possible	West Durham	Direct  Potential for permanent effects	The absence of locational guidance in the Plan will not provide certainty to minerals operators regarding likely prospects related to existing or new mineral operations and the likely acceptability of proposals. This could hamper investment in natural building and roofing stone working in the County as a result.	<b>NA</b> – residual effect of option



<b>8. To reduce the causes of climate change</b>	<b>A:</b> Only outside of the North Pennines AONB and in areas not subject to international or national biodiversity designations	✓	✓	✓	Certain	Countywide and beyond	Indirect Potential for permanent effects	This option will help to protect the peatlands of the North Pennines AONB which serve as an important carbon sink in County Durham. Directing natural building and roofing stone working away from the North Pennines AONB towards the Namurian rock outcrop in the Dales Fringe is likely to ensure new working is served by good access to the A66, A67 and markets in South Durham and the Tees Valley and to stone processing sites which will help to minimise emissions associated with the haulage of minerals.	-
	<b>B:</b> Locate the majority of new working to areas outside the North Pennines AONB and international or national biodiversity designations but allow some small scale working in certain circumstances within the AONB	✓/x	✓/x	✓/x	Possible	Countywide and beyond	Indirect Potential for permanent effects	As this option still principally aims to locate new working outside of the North Pennines AONB, similar effects to Option A are predicted, albeit allowing some small scale working in certain circumstances may contribute towards reducing distances stone is transported to markets in the North and associated emissions. However, whilst only 'small scale' working will be permitted, this may damage peatland and release stored emissions.	-
	<b>C:</b> Do not provide any locational guidance	x	x	x	Possible	Countywide and beyond	Indirect	The absence of locational guidance will not contribute to reducing distances and emissions associated with the extraction,	<b>NA</b> – residual effect of option

						Potential for permanent effects	processing and transportation of stone. In addition, this option is less likely to contribute to protecting the peatlands of the North Pennines AONB as an important carbon sink.		
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	<b>A:</b> Only outside of the North Pennines AONB and in areas not subject to international or national biodiversity designations	✓/x	✓/x	✓/x	Possible	West Durham	Indirect  Potential for permanent effects	Option will ensure no potential adverse impact upon hydrological systems in the North Pennines AONB area as a result of sandstone working which can increase flood risk elsewhere in the catchment. However, directing this option away from the AONB will direct development to the Dales fringe as a result and associated hydrological systems. Effects also depend upon whether working below the water table is likely to be required. Inadequate control of groundwater rebound as a result of dewatering activities could lead to flooding.	-
	<b>B:</b> Locate the majority of new working to areas outside the North Pennines AONB and international or national biodiversity designations but allow some small scale working in certain circumstances within the AONB	x	x	x	Possible	West Durham	Indirect  Potential for permanent effects	Whilst still continuing to limit working in the AONB area, enabling some working under certain circumstances, whilst only 'small scale' has the potential to impact upon hydrological systems in the North Pennines AONB and impact upon the water attenuation rates of peatland areas, particularly if dewatering activities are required. The potential impacts to hydrological systems in the Dales Fringe as described in Option A also apply to this option.	<b>ENV1:</b> In the event this option is selected, only proposals that will avoid or can be mitigated to avoid unacceptable adverse effects should be permitted.
	<b>C:</b> Do not provide any locational guidance	x	x	x	Possible	West Durham	Indirect  Potential for permanent effects	Effects are as for option B as this option does not aim to restrict working in either the North Pennines AONB or the Dales Fringe.	<b>As for option B</b>

<b>10. To protect and enhance biodiversity and geodiversity</b>	<b>A:</b> Only outside of the North Pennines AONB and in areas not subject to international or national biodiversity designations	✓/x	✓/x	✓/x	Possible	West Durham	Direct  Potential for permanent effects	Although minerals working could incur loss of habitat and increase disturbance levels whilst sites are operational this option aims to minimise effects by ensuring that areas of high biodiversity and geological value are avoided. However, please note that whilst designated areas may be avoided, land outside of designated areas may form important functional land for species and habitats associated with designated areas. New working may also impact upon connected designated sites through for example changes to air quality or hydrology. Ecological surveys, including Habitat Regulations Assessment where necessary should be undertaken of proposals to determine effects further.	-
	<b>B:</b> Locate the majority of new working to areas outside the North Pennines AONB and international or national biodiversity designations but allow some small scale working in certain circumstances within the AONB	✓/x	✓/x	✓/x	Possible	West Durham	Direct  Potential for permanent effects	As this option continues to locate working outside of international or national biodiversity designations, effects as for option A are predicted.	-
	<b>C:</b> Do not provide any locational guidance	xx	xx	xx	Possible	West Durham	Direct  Potential for permanent effects	As areas of the Namurian rock outcrop coincide with internationally and national protected sites, not providing locational advice will not contribute towards steering new minerals working away from areas of the highest biodiversity value in County Durham.	<b>NA</b> – residual effect of option
<b>11. To protect and enhance the</b>	<b>A:</b> Only outside of the North Pennines AONB and in areas not subject to international or	✓/x	✓/x	✓/x	Possible	West Durham	Direct	Although minerals working will cause some level of landscape impact this option seeks to minimise effects by ensuring that the AONB	-

<p><b>quality and character of landscape and townscape</b></p>	<p>national biodiversity designations</p>						<p>Potential for permanent effects</p>	<p>designated landscape area is avoided. However, please note that whilst designated areas may be avoided, minerals working outside of the AONB may still adversely impact upon the AONB's special qualities depending upon location and scale. New working may also be alternatively located in other non-designated areas of high landscape value in the Dales Fringe. Landscape assessment of proposals should be undertaken to determine effects further and identify appropriate avoidance / mitigation measures which may include the refusal of proposals.</p>	
	<p><b>B:</b> Locate the majority of new working to areas outside the North Pennines AONB and international or national biodiversity designations but allow some small scale working in certain circumstances within the AONB</p>	<p>x</p>	<p>x</p>	<p>xx</p>	<p>Possible</p>	<p>West Durham (AONB)</p>	<p>Direct  Potential for permanent effects</p>	<p>Whilst this option still aims to locate the majority of new working outside the AONB, and natural building and roofing stone contributes to maintaining or enhancing landscape character elsewhere, allowing some working, albeit small scale has the potential to adversely affect the special qualities of the AONB. Given that the circumstances for allowing working are not defined there is uncertainty as to how stringent these would be. Accordingly there may be potential for long term significant effects if this option leads to a proliferation of small scale working in the AONB which can contribute cumulatively to damaging the scenic beauty of the AONB.</p>	<p><b>ENV2:</b> The circumstances for allowing small scale working on the AONB should be defined and Plan policies should contain safeguards to ensure that both unacceptable individual and cumulative effects to landscape character are avoided.</p>
	<p><b>C:</b> Do not provide any locational guidance</p>	<p>xx</p>	<p>xx</p>	<p>xx</p>	<p>Possible</p>	<p>West Durham (AONB)</p>	<p>Direct  Potential for permanent effects</p>	<p>The implementation of this option may increase the number of major proposals within the North Pennines AONB and will not contribute to protecting the AONB's special qualities.</p>	<p><b>NA</b> – residual effect of option</p>

<p><b>12. To protect and enhance cultural heritage &amp; the historic environment</b></p>	<p><b>A:</b> Only outside of the North Pennines AONB and in areas not subject to international or national biodiversity designations</p>	<p>✓/x</p>	<p>✓/x</p>	<p>✓/x</p>	<p>Possible</p>	<p>West Durham</p>	<p>Direct  Potential for permanent effects</p>	<p>Although this option will help to protect the historic environment of the North Pennines AONB the effect of this option depends on where sites will otherwise be located. Option may direct development to other areas of historical / archaeological interest in West Durham and the Dales Fringe. Typical impacts to the historic environment could occur as a result of:</p> <ul style="list-style-type: none"> <li>) The development footprint areas itself</li> <li>) Change to historic building fabric</li> <li>) Ancillary works such as haul roads</li> <li>) Vibration damage and noise</li> <li>) Mitigation planting of trees</li> <li>) Reduction in landscape legibility</li> <li>) Dewatering of surrounding landscape</li> <li>) Subsidence</li> <li>) Dust and air-borne pollution</li> <li>) Movements of heavy traffic</li> <li>) Long term effects on setting and character</li> </ul> <p>These can be avoided or minimised by undertaking heritage assessment and archaeological evaluation to identify the specific risks of the proposal and associated mitigation measures which may include refusal of a proposal. Opportunities to increase understanding of heritage as a result of minerals development should also be sought e.g. interpretation regarding discovery of buried remains / artefacts</p>	<p>-</p>
	<p><b>B:</b> Locate the majority of new working to areas outside the North Pennines AONB and international or national</p>	<p>✓/x</p>	<p>✓/x</p>	<p>✓</p>	<p>Possible</p>	<p>West Durham and beyond in relation to</p>	<p>Direct</p>	<p>As this option still limits working within the AONB, the effects as predicted for option A are relevant albeit the historic environment of the North Pennines will not be protected to</p>	<p>-</p>

	biodiversity designations but allow some small scale working in certain circumstances within the AONB					potential use of stone for the repair of historic assets.	Potential for permanent effects	the same extent. However, there is potential for long term positive effects in the event that the circumstances for allowing small scale working in the AONB relate to the reworking of disused building stone quarries which could potentially supply matching building stone for the repair and conservation of historic buildings. For conservation work it is important to obtain stone that matches the original not only in appearance but also in terms of mineral composition, porosity and permeability. If not, the new stone will be a poor visual match and could hasten the weathering and decay of the adjacent stone.  Relevant quarries have been identified by Historic England through the Strategic Stone Study.	
	<b>C:</b> Do not provide any locational guidance	x	x	x	Possible	West Durham	Direct  Potential for permanent effects	As this option does not seek to protect specific areas and their associated heritage, a wider array of heritage assets may be affected by new mineral working.	<b>NA</b> – residual effect of option
<b>13. To protect and improve air, water and soil resources</b>	<b>A:</b> Only outside of the North Pennines AONB and in areas not subject to international or national biodiversity designations	✓/x	✓/x	✓/x	Possible	West Durham	Direct  Potential for permanent effects	<b>Air</b> – Directing natural building and roofing stone working away from the North Pennines AONB towards the Namurian rock outcrop in the Dales Fringe is likely to ensure new working is served by good access to the A66, A67 and markets in South Durham and the Tees Valley and to stone processing sites which will help to minimise emissions associated with the haulage of minerals. As for all minerals working, regardless of location, control measures may be required to	-

							<p>ensure dust emissions resulting from minerals working are kept within acceptable levels</p> <p><b>Water</b> – Effect depends on where quarries are alternatively located within the outcrop and whether locations and working methods will avoid run-off to watercourses, change to hydrological systems etc</p> <p><b>Land/Soil</b> – Effect depends on where quarries are alternatively located. This option may direct development to better quality agricultural land.</p>	
<p><b>B:</b> Locate the majority of new working to areas outside the North Pennines AONB and international or national biodiversity designations but allow some small scale working in certain circumstances within the AONB</p>	✓/x	✓/x	✓/x	Possible	West Durham	<p>Direct</p> <p>Potential for permanent effects</p>	<p><b>Air</b> – As this option still principally aims to locate new working outside of the North Pennines AONB, similar effects to Option A are predicted, albeit allowing some small scale working in certain circumstances may contribute towards reducing distances stone is transported to markets in the North and associated emissions. As for all minerals working, regardless of location, control measures may be required to ensure dust emissions resulting from minerals working are kept within acceptable levels</p> <p><b>Water</b> – Effect depends on which small scale sites are worked, where quarries outside of the AONB are located and whether such locations and working methods will avoid run-off to watercourses, change to hydrological systems etc</p> <p><b>Land/Soil</b> – small scale working within the AONB may damage peatland. However, opportunities also exist for the restoration of</p>	-

								peatland through mineral working so effects will depend upon implementation.	
	<b>C:</b> Do not provide any locational guidance	x	x	x	Possible	West Durham	Direct  Potential for permanent effects	<p><b>Air</b> - Potential for this option to increase distances travelled and therefore transport related air pollutants due to the absence of specific locational guidance. Particularly as large parts of the outcrop are remote from the main road network for easy transportation of minerals.</p> <p><b>Water</b> – Effect depends on where quarries are located and whether such locations and working methods will avoid run-off to watercourses, change to hydrological systems etc</p> <p><b>Land/Soil</b> – Depends on where new quarry sites are located in terms of loss of good quality agricultural land/fertile peatlands</p>	<b>NA</b> – residual effect of option
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	<b>A:</b> Only outside of the North Pennines AONB and in areas not subject to international or national biodiversity designations	0	0	0	No clear link	-	-	SA objective is not relevant to the options under consideration.	-
	<b>B:</b> Locate the majority of new working to areas outside the North Pennines AONB and international or national biodiversity designations but allow some small scale working in certain circumstances within the AONB	0	0	0	No clear link	-	-	SA objective is not relevant to the options under consideration.	-



	C: Do not provide any locational guidance	0	0	0	No clear link	-	-	SA objective is not relevant to the options under consideration.	-
15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment	A: Only outside of the North Pennines AONB and in areas not subject to international or national biodiversity designations	✓/x	✓/x	✓/x	Possible	West Durham	Direct  Potential for permanent effects	This option contributes to reducing the adverse impacts on the environment of mineral working by aiming to avoid important landscape and biodiversity designations. However, restricting all working in the North Pennines AONB may not assist in helping to maintain a steady and adequate supply of natural building and roofing stone in the longer term.	-
	B: Locate the majority of new working to areas outside the North Pennines AONB and international or national biodiversity designations but allow some small scale working in certain circumstances within the AONB	✓/x	✓/x	✓/x	Possible	West Durham	Direct  Potential for permanent effects	This option also principally aims to limit the adverse impacts on the environment of minerals working by ensuring that working within important landscape and biodiversity designations is limited to small scale working under certain circumstances only. However, as stated the circumstances should be defined and Plan policies should contain safeguards to ensure that both unacceptable individual and cumulative effects to the special qualities of the AONB are avoided. In the event that the circumstances relate to the reworking of disused building stone quarries which could potentially supply matching building stone for the repair and conservation of historic buildings this option could provide long term positive effects in relation to protecting and enhancing the historic environment.	-
	C: Do not provide any locational guidance	xx	xx	xx	Possible	West Durham	Direct	Given the environmental constraints in West Durham (North Pennines AONB, internationally and national protected sites) the absence of locational guidance does not contribute positively to reducing the adverse	NA – residual effect of option

						Potential for permanent effects	impacts of minerals working on the environment.	
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**Policy 56: Re-opening of Relic Building Stone Quarries for Heritage Projects**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 57: Safeguarding Mineral Resources**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 58: The Conservation and Use of High Grade Dolomite**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 59: Preferred Areas for Future Carboniferous Limestone Working**

Table 22 Policy 59 Issue/Option – Which areas should the Plan allocate for future Carboniferous Limestone working?								
Option A: Should an Eastern Extension to Hulands Quarry be Allocated in the Plan? Please note that no effects are largely predicted in the short term against the SA objectives as mineral working is unlikely to commence until 2024, following the substantial working of permitted reserves within Hulands quarry.								
SA/SEA Object. Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	0	0	0	-	-	-	No clear link between winning and working of carboniferous limestone from land to the east of Hulands Quarry and meeting housing needs, decreasing vacant properties etc.	-
2. To promote strong secure communities	0	0	0	Minor negative Probable	West Durham	Direct	Access to the existing consented area and proposed eastern extension is gained from the A66 (T), with another access from the A67 which was designed to prevent the need for traffic to cross the	-

						Temporary over life of quarry	A67 when travelling towards Cumbria. Existing access arrangements would not be affected by the proposals.  The proposed eastern extension will not increase or alter the volume or routeing of quarry vehicles; the proposed scale of working is considered to have a similar transport impact to the existing quarry. It will not increase the intensity of HGV traffic significantly, but will increase the life of the quarry by approximately 24 years resulting in HGV traffic for a longer period of time. However, it is considered that the impact of the traffic generated would be acceptable with no adverse impacts upon local amenity.	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	0	✓	✓	Certain	Countywide	Indirect Temporary (but long term)	Indirect positive effects. The working of the proposed area to the east of Hulands Quarry will ensure continued provision of employment and therefore training opportunities linked to employment.	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	0	×	×	Possible	West Durham	Direct and Temporary	The site reduces the distance from the current operation to the Hamlet of Boldron by 1km. This could have potentially adverse impacts upon the residents of this hamlet in terms of noise, emissions to air and vibration levels.  A Public Right of Way currently runs through the proposed extension site, which could result in a loss of recreational amenity, although the PROW could be re-routed.	<b>SOC1:</b> Further assessment of factors that have the potential to affect health and wellbeing should be undertaken in the event that this site is allocated in the Plan and applications are forthcoming. In combination assessments/ judgements should be made with the existing and proposed activity at nearby Kilmond Wood Quarry. The existing PROW will need to be diverted whilst the site is operational to maintain existing recreational amenity

								and ensure public safety.
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	0	✓	✓	Probable	West Durham	Direct and Temporary	Working of the proposed area to the east of Hulands Quarry is likely to ensure that new working is served by good access to the A66, A67 and markets in South Durham and the Tees Valley. The proximity to these main roads is likely to contribute towards reducing the distances minerals are transported.	-
<b>6. To alleviate deprivation and poverty</b>	0	✓	✓	Probable	West Durham	Direct and Temporary (although long term)	Whilst Hulands Quarry is not situated within an area suffering from economic deprivation, the working of the eastern extension is likely to secure long term employment, which is of particular importance to rural communities and the rural economy.	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	0	✓	✓	Certain	West Durham	Direct and Temporary (although long term)	The working of land to the east of Hulands Quarry will contribute to the operational life of quarrying in the area thereby prolonging its contribution to the local economy. Specifically, the working of land to the east Hulands Quarry will secure the continuing direct employment of 18 people, supported by some 28 indirect jobs for approximately 24 years.	-
<b>8. To reduce the causes of climate change</b>	0	×	×	Certain	Countywide	Direct and Temporary (although long term)	The working of land to the east of Hulands Quarry will prolong the operational life of the quarry and associated greenhouse gas emissions.	<b>N/A</b> – this is a residual effect
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	0	?	?	Uncertain	West Durham	Direct and potential for permanent effects	Land to the east of Hulands Quarry is not located in close proximity to a watercourse, and lies within Flood Zone 1. Working of the area proposed is therefore at low risk of flooding and is unlikely to contribute to increasing flood risk elsewhere. In terms of potential drought conditions it is not possible to determine at this stage whether the working of the proposed areas will impact upon groundwater levels. Further hydrogeological survey would be required in respect of the proposed extension area.	<b>ENV1:</b> Further hydrogeological survey may be required.
<b>10. To protect and enhance biodiversity and geodiversity</b>	0	×	✓/×	Probable mid term effects. Long term effects depend	West Durham	Direct. Potential for permanent longer term effects.	The proposed area of working is not overlain by any international, national or local nature conservation designations. As the site is within 4km of the North Pennine Moors SAC and SPA it was subject to screening to determine potential effects on qualifying species which may be utilising functional land around the quarry site.	<b>ENV2:</b> Full ecological assessments will be required at the planning application stage to inform effects and any mitigation

				upon implementation			<p>Following screening the potential for adverse effects to the SAC and SPA were screened out.</p> <p>However, the working of the proposed area is likely to result in the direct loss of the majority of the vegetation (approx. 20 hectares) within the proposed area, which takes the form of pasture land enclosed with mature hedgerows. Therefore, the potential for some adverse effects to biodiversity are predicted. In the event that this site is selected for allocation in the Plan and planning proposals are forthcoming, ecological assessments will be required to further assess the severity of impact upon biodiversity.</p> <p>Longer term effects may be positive in the event that restoration proposals for the site complement existing restoration proposals for the original part of the quarry which has been designed to meet the aims of the Durham Biodiversity Action Plan (BAP). If implemented fully such restoration proposals may bring about positive effects and a net biodiversity gain.</p>	<p>requirements. The restoration of the site should complement the existing proposals for the restoration of the existing quarry which has been designed to provide nature conservation benefits that meet the aims of the Durham Biodiversity Action Plan (BAP).</p>
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	<b>0</b>	<b>x</b>	<b>x</b>	Certain	West Durham	Direct and Permanent	<p>A summary of the Landscape and Visual Impact Assessment provided by Durham County Council's Landscape Team is provided as follows:</p> <p>The proposed site is situated within an area identified in the Teesdale Local Plan as an Area of High Landscape Value (AHLV). It lies in the 'Dales Fringe' County Character Area as designated by the County Durham Landscape Character Assessment.</p> <p>From the perspective of visual sensitivity, the site is assessed as being of moderate sensitivity to the effects of quarrying. The site lies on a gently sloping plateau rising southwards. The site is largely made up of farmland, with a number of scattered trees and hedgerows. It is visible in shallow views from the A66 to the south, and from the A67 to the north. It is visible from the western approach to Boldron too, and in wider panoramic views from high ground to the north and west at greater distances (5 – 15km).</p> <p>The site is assessed as being difficult to restore to a natural profile though this could be aided by screening with perimeter mounds and retained woodland belts. The open agricultural character of the site would be affected during site operations, though this would depend in extent, screening and phasing. On restoration it is considered there would be a moderate residual effect on landscape character at a local level.</p>	<b>ENV3:</b> There would be some potential to use landform replication techniques including restoration blasting to leave exposed faces closer in character to natural crags although a fully naturalistic solution would not be possible. (residual effect) There is potential on restoration to develop a range of attractive features and habitats including crags, buttresses and scree slopes, limestone pavement and other bare ground habitat, native woodland, calcareous grassland and ground-water fed wetland. This may

								offset residual effects to some extent.
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	0	?	?	Uncertain	West Durham	Direct and potential for permanent effects	There are no scheduled monuments, conservation areas, or listed buildings within the proposed area for minerals working. However, there may be non-designated assets within the vicinity of the site and undiscovered archaeological resources. In the event that this site is allocated in the Plan and proposals are forthcoming further assessments of effects upon heritage assets will be required, including effects on potential archaeological resources.	<b>ENV4:</b> Further heritage assessment will be required at the planning application stage to inform effects and any mitigation requirements
<b>13. To protect and improve air, water and soil resources</b>	0	x	x	Possible	West Durham	Direct and potential for permanent effects depending upon restoration proposals	<p><b>Air</b> – It is unlikely that the proposed area of working will significantly increase vehicle movements and therefore emissions to air by vehicles. However, the working of the extended area will increase emissions of particulate matter.</p> <p><b>Water</b> – The proposed extension area is situated upon the Great Limestone Aquifer which is classed by the Environment Agency as a secondary aquifer capable of supporting local water supplies and base flows to streams but not large scale water supply. Sufficient measures must therefore be put in place to ensure there is no infiltration causing contamination as a result of minerals working.</p> <p><b>Soil</b> – The proposed extension area appears to be Grade 4 (poor) agricultural land, and is therefore not best and most versatile agricultural land. However, good management of soils will be required whilst minerals are being worked so that it can be used in the later restoration of the site.</p>	<b>ENV5:</b> Measures/conditions may be required to limit dust emissions, protect water and ensure good management of soils. However, increased particulate matter and disturbance to soils is a residual, albeit temporary effect.
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	0	0	0	-	-	-	No clear link	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	0	✓/x	✓/x	Possible	West Durham	Direct  Potential for permanent effects	The proposed extension would help to provide a long term source of supply of carboniferous limestone and help to meet the identified need. The proposed extension could facilitate the continued supply of around 7.2 million tons of carboniferous limestone over a 24 year period. The extension would ensure the reliable continued supply of coated road stone, single sized and blended aggregates and rock armour, especially to markets in South Durham and the Tees Valley area. As the site has good access to the A66 and A67 the distances minerals are transported to access these main roads for onward transportation	<b>ENV6:</b> Safeguards will need to be built into policy wording and further assessment of effects is likely to be required at the planning application stage.

							to markets is likely to be minimal. However, due to the proximity of the site to Boldron and potential for adverse effects to environmental receptors, in the event that this site is allocated in the Plan, safeguards will need to be built into policy to ensure proposals will only be approved where there are no unacceptable social or environmental impacts. Further assessment of effects are likely to be required at the planning application stage to inform more fully what the effects of working the proposed area will be and if there are any, if these can be mitigated. Effects therefore depend upon implementation.	
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**Table 23**  
**Option B: Should a Western Extension to Heights Quarry be Allocated in the Plan?**

SA/SEA Object. Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	0	0	0	-	-	-	No clear link between winning and working of carboniferous limestone from land to the west of Heights Quarry and meeting housing needs, decreasing vacant properties etc.	-
<b>2. To promote strong secure communities</b>	0	0	0	Minor negative Probable	West Durham	Direct  Temporary over life of quarry	<p>Access to the existing consented area and proposed western extension (proposed western extension would yield some 4 million tonnes of carboniferous limestone) is gained from the A689 via a metalled road running broadly north-south. The main market area for Heights Quarry can be considered as consisting of a 25/30 mile radius from the quarry and encompasses the towns of Bishop Auckland, Barnard Castle and Consett. In order to access these market areas the County Durham Freight Map proposes HGV's utilise the A689 eastward bound, the A688 north and southward bound and the A688 eastward bound. As a result HGV vehicles are likely to pass through the following settlements; Eastgate; Stanhope; Frosterley; Wolsingham; Tow Law; West Auckland and Staindrop.</p> <p>The proposed Western extension will have a similar transport impact to the existing quarry. Current planning consents at Heights</p>	-

							Quarry enables continued operation until 2042, whereas the proposed extension would extend the operational life of the Quarry by 4 years to 2046. However, the Environmental Statement relating to the proposed extension confirms that the annual extraction rate would remain the same so there would be no traffic related effects that would be different from those that occur under consented activity. <sup>70</sup>	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Certain	Countywide	Indirect Temporary (but long term)	Indirect positive effects. The working of the proposed area to the west of Heights Quarry will ensure continued provision of employment and therefore training opportunities linked to employment.	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	0	×	×	Possible – linked to recreational amenity	West Durham	Direct and Temporary	<p>In respect of potential impacts to health and wellbeing as a result of minerals working, the NPPF requires mineral planning authorities to ensure that there are no unacceptable adverse impacts to human health and that any unavoidable noise, dust, particle emissions and any blasting vibrations are controlled, mitigated or removed at source.</p> <p>In this regard, the site is remote from potentially sensitive receptors and the proposed extension will take extraction operation further away from potentially sensitive properties. Measures to control the impacts of noise are also successfully in place at the Quarry. There are therefore unlikely to be any adverse impacts on health and wellbeing as a result of noise. However, it may be beneficial to ensure that permissible noise limits are set for the proposed extension and that a monitoring regime is established.</p> <p>The Environmental Statement relating to the proposed extension also confirms that the quarry is not located in the immediate vicinity to sensitive receptors that would be vulnerable in terms of dust.</p>	<p><b>SOC1:</b></p> <ul style="list-style-type: none"> <li>) Set permissible noise limits and establish a monitoring regime</li> <li>) Continue dust suppression measures</li> <li>) Set permissible blasting limits</li> <li>) Landscaping measures may help to minimise any impacts to the existing recreational amenity of the PROW network. However, there are likely to be residual impacts to the</li> </ul>

<sup>70</sup> Heaton Planning (2018) Environmental Statement: Volume 1 Aggregate Industries



							<p>Existing measures to suppress dust are also adequately mitigating any off-site impact.</p> <p>In respect of blasting and vibration, there are no sensitive properties on the immediate periphery of the existing quarry or in the vicinity of the proposed extended quarry and monitoring is in place. There are therefore unlikely to be any adverse impacts on health and wellbeing as a result for blasting. However, it may be beneficial to ensure that permissible blasting limits are set for the proposed extension.</p> <p>However, 3 public rights of way (PROW) are in close proximity to the quarry which form part of the Weardale Way and Pennine Journey which are long distance recreational routes. Footpath 32 which forms part of the Pennine Journey is unlikely to be affected by the working of the proposed extension but will be in close proximity to final restoration works which could impact adversely on the attractiveness of the route and existing recreational amenity. The footpaths which form part of the Weardale Way are likely to require diverting around the extension area prior to extraction commencing which may detract from the amenity and use of the paths.</p>	recreational routes as a result of working and restoring the proposed extension.
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Probable	West Durham	Direct and Temporary	The working of the proposed extension area will not significantly increase vehicle movements over and above existing levels. A western extension to Heights Quarry is likely to ensure that new working is served by good access to the A689 for onward transportation to markets. The location of the site to the north of the County will also minimise the distances that minerals are transported to markets in the North.	-
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Probable	West Durham	Direct and Temporary (although long term)	Whilst Heights Quarry is not situated within an area suffering from economic deprivation, the working of the western extension is likely to secure long term employment, which is of particular importance to rural communities and the rural economy.	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Certain	West Durham	Direct and Temporary	Although no new jobs are likely to be directly or indirectly generated by the proposed extension site, it will enable employment (18 direct and 24 indirect jobs) to be maintained at	-

						(although long term)	Heights Quarry which is an important contributor to the local area, particularly given its rural nature.	
<b>8. To reduce the causes of climate change</b>	X	X	X	Certain	Countywide	Direct and potentially permanent effects	<p>Given the upland location of this site consideration has been given to the potential loss of areas of peat which would reduce current levels of carbon storage in County Durham. Globally, peatlands store approximately double the amount of carbon that is stored in all the world's forests, an estimated 550 billion tonnes.<sup>71</sup> However, the proposed extension is down-slope, far enough away and not hydrologically connected to any peat/moorland habitats. The presence of peatland has also not been identified within the ecological appraisal of the site.</p> <p>However, the working of land to the west of Heights Quarry will prolong the operational life of the quarry and associated greenhouse gas emissions.</p>	<b>N/A</b> – greenhouse gas emissions are a residual effect
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	0	0	0	-	-	-	The proposed western extension is outside of the floodplain of the River Wear and unlikely to affect floodplain storage. Hydrogeological effects will be avoided as all workings will take place above the water table with no requirement for pumping.	-
<b>10. To protect and enhance biodiversity and geodiversity</b>	X	✓/X	✓/X	Probable short term effects. Mid and Longer term effects depend upon implementation	West Durham	Effects could be temporary (loss) or permanent (gain) depending on the agreement of restoration proposals.	<p>The site is not overlain by any international, national or local nature conservation designations. However, as the proposed extension falls within 2.3km of the North Pennine Moors SAC and SPA at its closest point, it was subject to Habitats Regulations Assessment (HRA) to determine potential effects on qualifying species which may be utilising functional land around the quarry site or may otherwise be disturbed by Quarry activities. Following an update to bird survey information, the HRA is able to conclude no adverse effect on the integrity of the SPA due to the absence of qualifying bird species within the proposed extension area and its surrounds.<sup>72</sup></p> <p>An ecological assessment of the site also concludes that the proposed extension will result in a loss of up to 18ha of semi-improved acid grassland and rush-pasture mosaic habitat. This is not however, a priority habitat or an important ecological feature. No effects are predicted on black grouse, although effects of minor significance at a local scale are predicted on the breeding wader assemblage through displacement of between 2-5 pairs of Curlew</p>	<b>ENV1:</b> The mitigation measures identified within the ecological assessment should be implemented and restoration proposals, including for the existing operational quarry should ensure net gains in biodiversity are achieved as a result of working the western extension.

<sup>71</sup> Natural England [England's peatlands Carbon Storage and Greenhouse Gases](#)

<sup>72</sup> T, Morris-Hale (2018) [HRA: North-western extension to Heights Quarry \(DM/18/02483/MIN\)](#) Durham County Council

							<p>and 2 pairs of Snipe. Effects of comparable significance are predicted on the Park Burn due to a reduction in flow following loss of ca.12% of its catchment. Mitigation measures involving progressive restoration of grassland and woodland habitats, with natural regeneration of the extension will provide a variety of habitats for breeding waders. With additional measures to enhance habitat quality for waders, this should provide full compensation (neutral impact) in the medium term for any displacement of waders by the proposed extension. Measures to maximise woodland habitat quality for black grouse should produce net enhancement of habitat in the medium term.<sup>73</sup></p> <p>The proposal will have no impact on the three SSSI's (West Rigg, Open cutting and Slitt Woods) or two local wildlife sites (Lands Farm Wall and Scutter Hill Quarry) in the vicinity due to the distance of these sites from the proposed western extension.</p>	
<p><b>11. To protect and enhance the quality and character of landscape and townscape</b></p>	x	x	x	Probable	West Durham (North Pennine AONB)	Direct and Permanent	<p>A summary of the Landscape and Visual Impact Assessment provided by Durham County Council's Landscape Team is provided as follows:</p> <p>The site lies in the North Pennines County Character Area which forms part of the larger North Pennines National Character Area (NCA 10). The site lies in an area identified in the North Pennines Area of Outstanding Natural Beauty.</p> <p>In relation to potential effects on landscape features, the moderately sloping shallow valley landform of the Park Burn has no individually vulnerable features but would be difficult to restore to a naturalistic profile. Natural crags aren't a notable feature of the Weardale landscape although artificial quarry faces are widespread. The most likely restoration would be to an asymmetrical 'blind' gorge. The overall effect in distant views would be little different to the appearance of the existing quarry, but there would be likely to be some localised notching of the landform in views from the C78. There is potential on restoration to develop a range of attractive features and habitats including crags, buttresses and scree slopes,</p>	<p><b>ENV2:</b> Potential landscape and visual effects could be minimised by early restoration of the existing western tip, carefully considered design and phasing of the eastern tip to keep the duration of its appearance as bare overburden to a minimum, and temporary storage of soils being accommodated within the void rather than above ground in prominent locations. There is potential for reducing the effects of lighting in the existing car park and support area through the adoption of a lighting strategy. The restoration strategy should be</p>

<sup>73</sup> Argus Ecology (2015) Preliminary Ecological Assessment Heaton Planning

						<p>limestone pavement and other bare ground habitat, native woodland and calcareous grassland.</p> <p>In relation to potential visual effects, the site is widely visible in views from higher ground in the area, and particularly from the south, but generally at distances where visual effects would be likely to be of a moderate or low magnitude. There would be likely to be some effects of moderate and high magnitude respectively in closer views from the C78 and Weardale Way where parts of the void and overburden storage areas would be visible. The Weardale Way would need to be diverted permanently around the site: the effect on its visual environment would need careful assessment. Impacts on nearby residential properties, particularly to the south-west, in respect of visibility of workings or consequential effects on the western overburden mound or plant area, would need careful assessment. The effects of operational or security lighting on the dark skies of the area would need careful consideration. There is potential on restoration to develop a range of attractive features and habitats including crags, buttresses and scree slopes, limestone pavement and other bare ground habitat, native woodland and calcareous grassland.</p> <p>In summary, the working of reserves in this area would be likely to result in some localised adverse landscape and visual effects within a valued landscape. Some of these effects could be reduced through detailed design and particularly in respect of the manner and phasing of the construction and restoration of overburden tips. There would be likely to be some residual harm to the special qualities of the AONB but this would be limited in its magnitude and very localised in its effect.</p>	<p>designed to ensure that areas visible from outside of the site receive sufficient soils or soil-making materials to support vegetation and assimilate into their surroundings while areas that are not visible receive less soils or are restored as bare ground with minimal intervention to foster natural regeneration.</p>	
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	x	x	✓/x	Possible	West Durham	Direct and potential for permanent effects	<p>An archaeological and cultural heritage impact of the proposed western extension has been undertaken which concludes that there are no scheduled ancient monuments, conservation areas or listed buildings within the immediate vicinity of the proposed extension. The closest heritage asset to the site is the Grade 2 listed Warden Hill Farmhouse which is within 1km of the site. However, there is no inter visibility between the extension site and</p>	<b>ENV3:</b> A programme of archaeological investigating and recording will be required in advance of any quarrying works. The information from which should be made publicly available.

							<p>any of the Listed buildings. The proposed extension does not contribute to the setting of the Conservation Area and the proposed development would not have any construction or operations impacts on designated heritage assets.</p> <p>However, the assessment has identified the potential for the proposed development to impact upon unrecorded archaeological remains of prehistoric to Romano-British occupation, medieval park boundaries associated with the relict Stanhope deer park and the post medieval Heights Mine unless recorded as a part of a programme of mitigation. There is no evidence to suggest however that archaeological remains with exceptional evidential significance are likely to be present.<sup>74</sup></p> <p>As the site lies within the relict medieval deer park of Stanhope park which is identified on a local list of parks and gardens of local interest there is also potential for local historical context to be lost or degraded. However, this may be mitigated to some extent if resulting archaeological information following a programme of recording works is made publicly available, thereby contributing to the understanding, appreciation and educational potential of local heritage.</p>	
<b>13. To protect and improve air, water and soil resources</b>	<b>0</b>	<b>0</b>	<b>0</b>	Minor negative	West Durham	Direct and potential for permanent effects	<p><b>Air</b> – Whilst there are unlikely to be significant impacts to air quality as a result of working the proposed extension, its working and restoration would prolong vehicular emissions and particulate matter emissions to air.</p> <p><b>Water</b> – Park Burn (a tributary of the River Wear) is within close proximity of the Western extension and the extension would remove flow and stream channels in the eastern tributaries of the Park Burn. However, as assessment of these channels found them to be virtually dry, their removal is likely to have a minimal reduction in flow of the Park Burn.<sup>75</sup> No impact on the local groundwater system is envisaged and current procedures for</p>	<p><b>ENV4:</b></p> <ul style="list-style-type: none"> <li>) Continue existing dust suppression measures</li> <li>) Continue existing water pollution prevention measures</li> <li>) Prepare and follow a soil</li> </ul>

<sup>74</sup> Northern Archaeological Associates (2015) Proposed Western Extension Heights Quarry: Archaeological Desk – Based Assessment Heaton Planning

<sup>75</sup> Watermill Environment Limited (2018) Hydrogeological assessment for the proposed extension to Heights Quarry, near Westgate, County Durham Aggregate Industries

							pollution prevention are likely to avoid any adverse effects to water quality.  <b>Soil</b> – The proposed extension area would lead to the loss of rough grazing land which is classified as Grade 4 (poor) agricultural land, i.e. not best and most versatile agricultural land. However, good management of soils will be required whilst minerals are being worked so that they can be used in the later restoration of the site.	handling strategy to minimise impact upon soil resources.
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	0	0	0	-	-	-	No clear link	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	✓/x	✓/x	✓/x	Possible	West Durham	Direct  Potential for permanent effects	Heights Quarry western extension could play an important role in meeting an identified need for further Carboniferous Limestone by providing an additional 3.7 million tonnes directly into the North Durham and Tyne and Wear markets. In addition, as the site has good access to the A689 the distances minerals are transported to access these main roads for onward transportation to markets is likely to be minimal. The additional information provided in support of the site also confirms that impacts to communities and the environment are likely to be acceptable provided that avoidance and mitigation measures are implemented and that a high quality restoration scheme for the extension in conjunction with the existing Quarry is agreed.  However, as the site is situated within the North Pennines AONB and represents major development the following additional tests will need to be met as defined by Para 172 (a) and (b) of the NPPF:  <ul style="list-style-type: none"> <li>) Need for the development including in terms of national considerations</li> <li>) The impact of permitting it, or refusing it, upon the local economy</li> <li>) The cost of, and scope for developing outside the designated area or meeting the need for it in some other way</li> </ul>	<b>ENV5:</b> Allocation within the County Durham Plan should only be considered if the North Pennines AONB, exceptional circumstances tests for major development can be met

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**Table 24**  
**Option C: Should an Eastern Area of Investigation to Heights Quarry be Allocated in the Plan?**

Please note that no short or medium term effects are predicted as no information has been provided on the proposed start date for the eastern area of investigation. However, it is assumed that the start date would be post 2042 and would follow on from the working of the western extension if permitted.

SA/SEA Object. Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	0	0	0	-	-	-	No clear link between winning and working of carboniferous limestone from the eastern area of investigation to Heights Quarry and meeting housing needs, decreasing vacant properties etc.	-
<b>2. To promote strong secure communities</b>	0	0	0	Minor negative Probable	West Durham	Direct  Temporary over life of quarry	<p>Heights Quarry is currently served by one access off the A689. It is intended that the eastern area of investigation will be accessed through the existing quarry and use the existing quarry access. The proposal would not affect existing access arrangements.</p> <p>The scale of working has not been identified however, it is considered reasonable to assume traffic and transport impacts based upon the existing quarry. On this basis and provided that quarry traffic remains near existing levels it is considered that the traffic generated by the proposal could be safely accommodated on the local highway network which is easily accessible from the site with no adverse impacts upon local amenity.</p> <p>However, minor negative effects are predicted overall as whilst HGV traffic may not increase significantly, the proposal will result in HGV traffic for a longer period of time.</p> <p>not increase the intensity of HGV traffic significantly, but will increase the life of the quarry by approximately 13 years resulting in HGV traffic for a longer period of time</p> <p>It is also considered that the impact of the traffic generated would be acceptable with no adverse impacts upon local amenity.</p>	-

3. To improve education, training and life-long learning, and maintain a healthy labour market	0	0	✓	Certain	Countywide	Indirect Temporary (but long term)	Indirect positive effects. The working of the proposed area of investigation to the east of Heights Quarry will ensure continued provision of employment and therefore training opportunities linked to employment.	-
4. To reduce health inequalities and promote healthy lifestyles	0	0	✗	Possible	West Durham	Direct and Temporary	<p>Until detailed assessment is undertaken in support of any planning application for the extension it is not possible to ascertain whether there will be any impact on nearby dwellings in respect of noise, emissions to air and vibration levels which could adversely impact on health and wellbeing. However given the rural location, effects are likely to be minor. Mitigation and control measures may be required.</p> <p>A valued, regionally promoted PROW, part of Wainright's Pennine Journey route, runs in-between the existing quarry and the proposed eastern extension and would need to be diverted. The diversion of this route may impact upon existing recreational amenity.</p>	<p><b>SOC1:</b> In the event that this site is allocated in the Plan, safeguards will need to be added to policy to ensure that the working of the proposed area will only be permitted if there are no adverse effects to health. Further assessment of factors that have the potential to affect health and wellbeing should be undertaken in the event that planning applications are forthcoming. The existing PROW will need to be diverted whilst the site is operational. Every effort should be made to ensure that the diversion maintains existing standards of amenity. However, the loss of amenity may be a residual effect whilst the diversion is in place.</p>



5. To reduce the need to travel and promote use of sustainable transport options	0	0	✓	Probable	West Durham	Direct and Temporary	The working of the proposed eastern area of investigation is considered unlikely to significantly increase vehicle movements over and above existing levels. The eastern area of investigation is also likely to ensure that new working is served by good access to the A689 for onward transportation to markets. The location of the site to the north of the County will also minimise the distances that minerals are transported to markets in the North.	-
6. To alleviate deprivation and poverty	0	0	✓	Probable	West Durham	Direct and Temporary (although long term)	Whilst Heights Quarry is not situated within an area suffering from economic deprivation, the working of the eastern area of investigation is likely to secure long term employment, which is of particular importance to rural communities and the rural economy.	-
7. To develop a sustainable and diverse economy with high levels of employment	0	0	✓	Certain	West Durham	Direct and Temporary (although long term)	The working of the eastern area of investigation will contribute to the operational life of Heights quarry thereby prolonging its contribution to the local economy. Specifically, the eastern area of investigation is likely to support the continued employment of 17 full-time employees in the quarry, asphalt plant and offices, along with 14 indirect employees.	-
8. To reduce the causes of climate change	0	0	×	Possible – loss of peat  Certain – greenhouse gas emissions	Countywide	Direct and potentially permanent effects in respect of potential loss of carbon storage	Working of the proposed eastern area of investigation may incur loss of peat. The loss of areas of peat will reduce current levels of carbon storage in County Durham. Globally, peatlands store approximately double the amount of carbon that is stored in all the world's forests, an estimated 550 billion tonnes. <sup>76</sup> Further information in respect of soil resources and areas of peat that may be lost will be required to support any future planning applications.  The working of the area of investigation will prolong the operational life of the quarry and associated greenhouse gas emissions.	<b>ENV1:</b> In the event that this site is allocated in the Plan, safeguards will need to be added to policy to ensure that the working of the proposed area will only be permitted if there are no significant adverse effects to the environment e.g. loss of large areas of productive peatland. In the event that planning applications

<sup>76</sup> Natural England [England's peatlands Carbon Storage and Greenhouse Gases](#)

									are forthcoming, these may need to be supported by an assessment of soil resources.  <b>N/A</b> – greenhouse gas emissions are a residual effect
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	<b>0</b>	<b>0</b>	<b>?</b>	-	-	-		The eastern area of investigation is located outside of the floodplain of the River Wear and is located within Flood Zone 1 and is therefore unlikely to affect flood storage or contribute to flood risk elsewhere. Dewatering is not undertaken at the existing quarry however no details regarding dewatering for the eastern extension have been supplied. Therefore the potential impact upon groundwater levels is unknown.	<b>ENV2:</b> In the event that this site is allocated in the Plan, safeguards will need to be added to policy to ensure that the working of the proposed area will only be permitted if there are no significant adverse effects to the environment e.g. drainage of large areas of moorland. In the event that planning applications are forthcoming, these may need to be supported by an assessment of hydrogeology.
<b>10. To protect and enhance biodiversity and geodiversity</b>	<b>0</b>	<b>0</b>	<b>**</b>	<b>✓/x</b>	Possible. Longer term effects depend upon implementation	West Durham	Effects could be temporary (loss) or	The site is not overlain by any international, national or local nature conservation designations. However, the site is immediately south of an area of ancient woodland and the North Pennine Moors SAC, SPA, and	<b>ENV3:</b> The site cannot be allocated within the Plan without an up to date appropriate assessment that concludes no likely significant effects to the North Pennine Moors

						permanent (gain) depending on restoration proposals.	<p>Muggleswick, Stanhope Edmundbyers Commons and Blanchland Moors SSSI are approximately 1.5km from the site so may be indirectly affected.</p> <p>As the proposed extension falls within 3km of the North Pennine Moors SAC and SPA it was subject to screening to determine potential effects on qualifying species which may be utilising functional land around the quarry site or may otherwise be disturbed by Quarry activities. The screening assessment was unable to screen out likely significant effects and further information to support an appropriate assessment would be required. At this stage the potential for significant adverse effects is therefore predicted.</p> <p>In addition, the working area is likely to result in the direct loss of habitat, some or all of which may be of high ecological value. Further ecological assessment would be required to determine effects further.</p> <p>Longer term effects may be positive in the event that restoration proposals for the site improve upon existing biodiversity value. If implemented fully such restoration proposals may bring about a net biodiversity gain.</p>	SPA. If a supportive assessment is received and the area of investigation is allocated, full ecological assessments will be required at the planning application stage to inform effects and any mitigation requirements. The restoration of the site should take account of existing proposals for the restoration and provide net gains in biodiversity.	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	<b>0</b>	<b>0</b>	xx	x	Certain	West Durham (North Pennine AONB)	Direct and Permanent	<p>A summary of the Landscape and Visual Impact Assessment provided by Durham County Council's Landscape Team is provided as follows:</p> <p>The proposed eastern area of investigation is located within the North Pennines AONB, is part of the larger North Pennines National Character Area and within the relic deer park of Stanhope Park which is a locally listed park and garden.</p> <p>In relation to potential effects to landscape features and character, the moderately sloping upper dale-side topography isn't complex in</p>	<b>ENV4:</b> Some predicted effects on landscape character may be minimised by placing limits on extraction in specific parts of the area of investigation. In addition, there could be some potential for mitigating some visual effects with screen mounding: this would need detailed analysis but would be difficult to achieve for eastern areas on falling ground.(residual effect) There would be some potential to use landform replication techniques

							<p>itself but would be difficult to restore to a naturalistic profile. It is difficult to quantify losses of trees, dry stone walls or natural sink holes in the absence of a defined operational area but some losses would be inevitable. The open agricultural character of the site would be radically altered during site operations. Impacts would depend in part on extent, screening and phasing. On restoration there would be likely to be a substantial residual effect on the character of the landscape at a local level. This would depend in part on the relationship with the existing void and the extent to which it notched the skyline. It is considered likely that working the greater part of the area would give rise to substantial and significant effects on the character of the lower Rookhope Valley during working and after restoration. The effect on the landscape of middle Weardale would be likely to be locally up to moderate or moderate-high depending on the extent of extraction and the nature of mitigation. There would be some potentially significant cumulative effects in relation to the existing quarry workings in views from the south, and in relation to the restored Eastgate Quarry in views from the east.</p> <p>In relation to visual effects the site is widely visible in views from higher ground in the area, and particularly in middle distance views from the east where it is viewed from a range of sensitive receptors including the Coast 2 Coast and Pennine Journey Trail footpaths and access land. Visual effects on residential properties, particularly to the east, would need careful assessment. The effects of operational or security lighting on the dark skies of the area would need careful consideration. The working method would influence visual impacts in some degree. Avoiding a prominent notch in the skyline in views from the east would be a</p>	<p>including restoration blasting to leave exposed faces closer in character to natural crags: a naturalistic solution would be difficult to achieve in eastern parts of the site.(residual effect) There is potential on restoration to develop a range of attractive features and habitats including crags, buttresses and scree slopes, limestone pavement and other bare ground habitat, native woodland and calcareous grassland.</p> <p>In respect of visual effects, the working method would influence visual impacts in some degree. Avoiding a prominent notch in the skyline in views from the east would be a key consideration. However, it is difficult to see how working the full extent of the site in the east could be satisfactorily screened in those views. (residual effect) Lighting schemes will also need to be carefully assessed.</p>
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							key consideration. However, it is difficult to see how working the full extent of the site in the east could be satisfactorily screened in those views. The working of a substantial part of reserves in this area would be likely to result in some localised but conspicuous and significant landscape and visual effects within a valued landscape.	
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	<b>0</b>	<b>0</b>	<b>x</b>	Possible	West Durham	Direct and potential for permanent effects	There are no conservation areas, listed buildings, battlefields or world heritage sites within the immediate vicinity of the site. However the site would extend operations further towards Eastgate Conservation Area and there are two scheduled monuments, one to the south west and one to the north. The non-designated heritage asset of the Bishop of Durham's hunting grounds lies to the east of the site and the site lies within the relic deer park of Stanhope Park which is a locally listed park and garden. Local historical context may therefore be lost or degraded.	<b>ENV5:</b> In the event that this site is allocated in the Plan, further heritage assessment will be required at the planning application stage to inform effects further, including effects on potential archaeological resources and if these can be effectively mitigated.
<b>13. To protect and improve air, water and soil resources</b>	<b>0</b>	<b>0</b>	<b>x</b>	Possible	West Durham	Direct and potential for permanent effects depending upon restoration proposals	<p><b>Air</b> – It is considered unlikely that the proposed area of working will significantly increase vehicle movements and therefore emissions to air by vehicles. However, the working of the eastern area of investigation will increase emissions of particulate matter.</p> <p><b>Water</b> – A small natural watercourse runs through the site. In the event that this site is allocated in the Plan and a planning application is forthcoming, mitigation measures are likely to be required as a condition of planning approval to protect both surface and groundwater sources from pollution.</p> <p><b>Soil</b> – The proposed extension area appears to be Grade 4 (poor) agricultural land, and is therefore not best and most versatile agricultural land. However, good management of soils will be required whilst minerals are being worked so that it can be used in the later restoration of the site.</p>	<b>ENV6:</b> Measures/conditions may be required to limit dust emissions, protect water and ensure good management of soils. However, increased particulate matter and disturbance to soils is a residual, albeit temporary effect.
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No clear link	-

15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment	0	0	XX	Possible	West Durham	Direct  Potential for permanent effects	<p>The proposed eastern extension will not help to meet the need for carboniferous limestone over the plan period as proposed extraction will not occur until 2042. It is also not known whether there will be a further need for carboniferous limestone by 2042 so the allocation of the site may not represent the best use of County Durham's natural resources.</p> <p>In addition, this site is located within the North Pennines AONB and the NPPF requires that major developments should only be permitted in the AONB in exceptional circumstances and where it can be clearly demonstrated to be in the public interest. Further information would be required as to how the site meets exceptional circumstances. The site is also located within a park of local historic interest, non-designated hunting grounds and may have an adverse effect on European Protected Species. Further information will be required to refine the likely significance of effects further.</p>	<p><b>ENV7:</b> Allocation within the County Durham Plan should only be considered if it can be demonstrated that the site:</p> <ul style="list-style-type: none"> <li>) contributes towards meeting an identified need for minerals</li> <li>) meets AONB exceptional circumstances</li> <li>) Can be accompanied by a supportive HRA assessment ; and</li> <li>) Will not lead to substantial harm to heritage assets.</li> </ul>
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**Table 25**

**Option D: Should Washpool Craggs (a former Carboniferous Limestone site) be Allocated in the Plan?**

Please note that some effects are only considered to be short term as the preferred start date for Washpool Craggs would be 2017/18 with a duration of working of 5 years

SA/SEA Object. Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					

1. To provide everybody with the opportunity to live in a decent and affordable home	0	0	0	-	-	-	No clear link between winning and working of carboniferous limestone from Washpool Craggs and meeting housing needs, decreasing vacant properties etc.	-
2. To promote strong secure communities	0	0	0	Minor negative Probable	West Durham	Direct  Temporary over life of quarry	The existing quarry has been disused for a number of years and as such a suitable access is no longer present. An access point off the B6278 is proposed and daily vehicle movements are anticipated at 46. It is considered likely that this number of movements would be safely accommodated on the road network. It is also considered that the impact of the traffic generated would be acceptable with no adverse impacts upon local amenity. However, minor negative effects are predicted as the working of Washpool Craggs will increase HGV movements.	-
3. To improve education, training and life-long learning, and maintain a healthy labour market	✓	0	0	Certain	Countywide	Indirect  Temporary	The proposed reinstatement of the quarry will provide employment and is likely to provide training opportunities.	-
4. To reduce health inequalities and promote healthy lifestyles	×	?	?	Possible	West Durham	Direct and potential for permanent effects	<p>Until detailed assessment is undertaken in support of any planning application for the site it is not possible to ascertain whether there will be any impact on nearby dwellings in respect of noise, emissions to air and vibration to levels which could adversely impact on health and wellbeing. However, due to the rurality of the site, there are very few residential properties in the immediate vicinity of the site that could be affected. Mitigation and control measures may be required.</p> <p>The site is well-used popular Open Access Land with the roadside verges and associated land being used for picnicking and parking. Existing recreational amenity / leisure opportunities could therefore be impacted as a result of the proposal.</p>	<b>SOC1:</b> In the event that this site is allocated in the Plan, safeguards will need to be added to policy to ensure that the working of the proposed area will only be permitted if there are no adverse effects to health. Further assessment of factors that have the potential to affect health and wellbeing should be undertaken in the event that planning applications are forthcoming. The loss of recreational amenity may be a residual effect whilst the quarry is worked

5. To reduce the need to travel and promote use of sustainable transport options	x	0	0	Probable	West Durham	Direct and Temporary	The working of the proposed extension area will not significantly increase vehicle movements. However, whilst not unacceptable, at a distance of over 4km from the main A689, the site is not considered to have good access to the main road network for the onward transportation of minerals to markets compared to other carboniferous sites in the area. In addition, the operator proposes to transport minerals to Broadwood Quarry for processing as opposed to processing the mineral on site. This may increase the number of trips required and overall distances.	-
6. To alleviate deprivation and poverty	✓	0	0	Probable	West Durham	Direct and Temporary	Whilst Washpool Craggs Quarry is not situated within an area suffering from economic deprivation, the working of the site is likely to secure employment, (albeit short term) which is of particular importance to rural communities and the rural economy.	-
7. To develop a sustainable and diverse economy with high levels of employment	✓	0	0	Certain	West Durham	Direct and Temporary	The re-opening of the quarry will bring the quarry back into the local economy and the proposed extraction would result in the employment of seven people split between Washpool Craggs and Broadwood Quarry in addition to indirect employment by suppliers such as hauliers.	-
8. To reduce the causes of climate change	x	x	x	Possible – loss of peat  Certain – greenhouse gas emissions	Countywide	Direct and potentially permanent effects in respect of potential loss of carbon storage	Working of the land surrounding the abandoned disused quarry may incur loss of peat. The loss of areas of peat will reduce current levels of carbon storage in County Durham. Globally, peatlands store approximately double the amount of carbon that is stored in all the world's forests, an estimated 550 billion tonnes. <sup>77</sup> Further information in respect of soil resources and areas of peat that may be lost will be required to support any future planning applications. The reworking of the quarry will also increase greenhouse gas emissions.	<b>ENV1:</b> In the event that this site is allocated in the Plan, safeguards will need to be added to policy to ensure that the working of the proposed area will only be permitted if there are no significant adverse effects to the environment e.g. loss of large areas of productive peatland. In the event that planning applications are

<sup>77</sup> Natural England [England's peatlands Carbon Storage and Greenhouse Gases](#)



								<p>forthcoming, these may need to be supported by an assessment of soil resources.</p> <p><b>N/A</b> – greenhouse gas emissions are a residual effect</p>
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	x	x	x	Possible	West Durham	Direct and potential for permanent effects	Parts of the site are within Flood Zones 2 and 3. Therefore, there is the potential for operations to be affected by flood risk and for operations to increase flood risk elsewhere. No details regarding whether dewatering of the site is required have been supplied. Therefore the potential impact upon groundwater levels is unknown.	<b>ENV2:</b> In the event that this site is allocated in the Plan, safeguards will need to be added to policy to ensure that the working of the proposed area will only be permitted if there are no significant adverse effects to the environment e.g. increased severity of flood risk further downstream or drainage of large areas of moorland. In the event that planning applications are forthcoming, these may need to be supported by an assessment of hydrogeology.
<b>10. To protect and enhance biodiversity and geodiversity</b>	xx	xx	✓/x	Possible. Longer term effects depend upon implementation	West Durham	Direct  Effects could be temporary (loss) or permanent (gain) depending on restoration proposals.	The proposed site lies within the North Pennines Moors Special Protection Area, (SPA), North Pennines Moors Special Area of Conservation (SAC) and Bollilhope, Pikestone, Eggleston & Woodland Fells Site of Special Scientific Interest (SSSI). Accordingly, there is potential for direct impacts to protected biodiversity of high ecological value. Due to the location of the site within the SAC and SPA, a Habitat Regulations Assessment screening assessment was undertaken. This identified the potential for direct effects as a result of the potential loss of qualifying habitat and indirect effects as a result of dust emissions, vehicle emissions, impacts upon surface and groundwater quality and disturbance. Further assessment in the form of an Appropriate Assessment will be required to refine the likely	<b>ENV3:</b> The site cannot be allocated within the Plan without: <ul style="list-style-type: none"> <li>) An up to date Appropriate Assessment that concludes no likely significant effects to the North Pennine Moors SPA; and</li> <li>) Further evidence that demonstrates that the benefits of reworking Washpool Craggs outweighs any harm to notified features of Bollilhope, Pikestone, Eggleston and Woodland Fells SSSI.</li> </ul>

						<p>significance of these potential effects further. At this stage the potential for significant adverse effects is therefore predicted. Furthermore, if an adverse effect on the SSSI's notified special interest features is likely, the working of the site should not be allocated in the Plan or permitted unless it is clear that the benefits of reworking Washpool Craggs outweigh the impact. (NPPF Para 118)</p> <p>In addition, the working area is likely to result in the direct loss of other non-qualifying habitat, some or all of which may be of high ecological value. Further ecological assessment would be required to determine effects further.</p> <p>Longer term effects may be positive in the event that restoration proposals for the site improve upon existing biodiversity value and in the case of the SAC and SPA contribute to the favourable conservation status of qualifying species. If implemented fully such restoration proposals may bring about a net biodiversity gain.</p>	<p>If a supportive assessment / sufficient evidence is received and the area of investigation is allocated, full ecological assessments will be required at the planning application stage to inform effects and any mitigation requirements. The restoration of the site should take account of existing proposals for the restoration and provide net gains in biodiversity.</p>	
<p><b>11. To protect and enhance the quality and character of landscape and townscape</b></p>	<p>× ×</p>	<p>×</p>	<p>0</p>	<p>Probable. Greater impacts are anticipated whilst the site is operation over the short term. There is potential for longer term neutral effects depending upon the quality of restoration proposals</p>	<p>West Durham (North Pennine AONB)</p>	<p>Direct and potential for permanent effects</p>	<p>A summary of the Landscape and Visual Impact Assessment provided by Durham County Council's Landscape Team is provided as follows:</p> <p>The site lies within the North Pennines AONB and forms part of attractive views across this protected landscape. It is made up entirely of access land which is well used at this point with informal roadside parking areas. The site is situated within an area of high landscape value.</p> <p>In relation to potential effects to landscape features and character, the extraction of mineral in this area would entail removing additional parts of the low spur between the burns although leaving some areas intact. An entirely natural landform would not be possible on restoration but a relatively naturalistic landform would be, if appropriately designed.</p>	<p><b>ENV4:</b> Effects may be minimised whilst the site is operational by limiting the operations to a campaign basis, limiting the presence of processing plant and retaining mounds to screen some operations in closer views although they would be less effective in views from higher ground. Therefore, there is likely to be some adverse residual effects whilst the site is operational.</p> <p>On restoration, the site should be restored to a naturalistic landform with low crags. There is potential to develop a range of features and habitats including low buttresses and scree</p>

							<p>Access into the site would be likely to require some disturbance of re-vegetated ground and could entail a physical crossing of the burn.</p> <p>The existing quarry faces have an irregular profile and a degree of maturity (&gt;35years) and are not particularly intrusive in wider views. Working the deposits would entail creating fresh extraction faces, and soil /overburden mounds and introducing plant /operational machinery. Indicative proposals envisage working the site on a campaign basis without processing plant on site. It is likely that there would be effects of a moderate, though episodically high, magnitude on the character of the local landscape but a potentially low impact post-restoration depending on design. In addition, there would be likely to be some localised and episodic but relatively conspicuous harm to the special character of the AONB during the operation of the site.</p> <p>In relation to visual effects, the site is widely visible from access land within the Bollihope Valley and from nearby sections of the B6278, and is well used by visitors parking close to the road. There would be likely to be some effects of a high magnitude in views from those receptors during operational periods. The effects of any operational lighting on the dark skies of the area would need careful consideration.</p>	<p>slopes, limestone pavement and other bare ground habitat, and calcareous grassland</p>
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	<p>No effect anticipated - There are no listed buildings, conservation areas, scheduled ancient monuments, battlefields, registered parks and gardens or world heritage sites within the immediate vicinity of the site. The archaeological potential at the site is also likely to be limited due to previous working of the area.</p>	<p><b>ENV5:</b> Whilst no effects to the historic environment are anticipated, in the event that this site is allocated in the Plan, further heritage assessment is likely to be required at the planning application stage to inform effects further, including effects on potential archaeological resources and if these can be effectively mitigated.</p>

13. To protect and improve air, water and soil resources	x	x	x	Possible potential negative effects depending on implementation and mitigation measures. Whilst working will only be short term in nature, the effects, particularly to water and soil resources could be longer term.	West Durham	Direct. Largely temporary effects whilst the site is operational. However, permanent effects could result if potential effects to water and soil resources are not appropriately mitigated	<p><b>Air</b> – It is considered unlikely that the proposed area of working will significantly increase vehicle movements and therefore emissions to air by vehicles. However, the reworking of Washpool Craggs is likely to increase emissions of particulate matter.</p> <p><b>Water</b> – Bollihope Burn lies to the south of Washpool Craggs and one option proposed for access to the site would involve crossing the Burn which may affect both water quality and flow in addition to potential effects from working the quarry site itself. In the event that this site is allocated in the Plan and a planning application is forthcoming, mitigation measures are likely to be required as a condition of planning approval to protect both surface and groundwater sources.</p> <p><b>Soil</b> – The proposed extension area appears to be Grade 5 ( very poor) agricultural land, and is therefore not best and most versatile agricultural land. However, good management of soils will be required whilst minerals are being worked so that it can be used in the later restoration of the site.</p>	<b>ENV6:</b> Measures/conditions may be required to limit dust emissions, protect water and ensure good management of soils. However, increased particulate matter and disturbance to soils is a residual, albeit temporary effect.
14. To reduce waste and encourage the sustainable and efficient use of materials	0	0	0	-	-	-	No clear link	-
15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment	x x	x x	✓/x	Possible	West Durham	Direct  Potential for permanent effects	The reworking of Washpool Craggs would provide 450,000 tonnes of carboniferous limestone over a 5 year period and will only contribute in small way to meeting the identified need for carboniferous limestone. This is unlikely to balance with the impacts of the site in respect of its location within the North Pennines AONB, North Pennine Moors SAC and SPA, Bollihope, Pikestone, Eggleston & Woodland Fells SSSI and impacts upon landscape and recreational amenity principally whilst the site is operational. Whilst there may be benefits for biodiversity, geodiversity and enhanced recreational opportunity following restoration these	<b>Not applicable</b> – this would be a residual effect

						are unlikely to outweigh the impacts of working the site in its location for a relatively low output of carboniferous limestone.	
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**Table 26**  
**Linked to Option D - Should Broadwood Quarry Mineral Existing plant infrastructure be allocated in the Plan as a permanent Mineral Processing Plant?**

SA/SEA Object. Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	0	0	0	-	-	-	No clear link between the permanent retention of the mineral processing plant at Broadwood Quarry and meeting housing needs, decreasing vacant properties etc.	-
2. To promote strong secure communities	0	?	?	Uncertain	West Durham	Direct  Potential for permanent effects	Allocating the Existing plant infrastructure as a permanent mineral processing plant at Broadwood Quarry may increase vehicle movements via the A68 in conjunction with additional minerals working in the surrounding area. For example, if the Processing Plant were to be used in conjunction with the re-working of the abandoned and unrestored Washpool Craggs site in Bollihope, this would likely increase HGV vehicle movements through Frosterley. However, as discussed against the assessment for Washpool Craggs the impact of the traffic generated would be acceptable with no adverse impacts upon local amenity. It is also understood that Durham County Council's Strategic Highways Team do not have a problem with the traffic flows generated by the proposal at Washpool Craggs in conjunction with the operation of Broadwood Quarry for this purpose. Mid and longer term effects are however uncertain as the number of vehicle movements and their associated effect upon communities post Washpool Craggs is not known.	-
3. To improve education, training	✓	✓	✓	Possible	Countywide	Indirect	Allocating the Existing plant infrastructure as a permanent processing plant safeguards jobs and	-

<b>and life-long learning, and maintain a healthy labour market</b>						Temporary	associated training / education opportunities linked to its ongoing working. Whilst jobs may only be of a temporary nature and are reliant on the working of other quarry sites in the area positive effects are predicted.	
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	0	✓	✓	Possible	West Durham	Direct and potential for permanent effects	It is considered likely that any existing conditions which control for example, dust emissions and noise will ensure the plant's operation does not adversely affect health and wellbeing. However, these may need to be reviewed and amended through the planning process in the event that the intensity of operations increase. The potential for positive effects are predicted however as the company have proposed a link between the development of a permanent mineral processing plant at Broadwood Quarry, with the proposed Washpool Craggs site. They have advised that if permission was granted for Washpool Craggs that they would be willing to relinquish the existing permitted reserves at Broadwood Quarry enabling earlier restoration of the Quarry. The Public Rights of Way (PROW) network in this locality is a well-used and popular network. A number of PROW cross through Broadwood Quarry. On this basis the early restoration of the quarry in advance of the 2042 end date for working would be a positive. Opportunities may also exist to provide improvements to the network along the River Wear if the mineral processing facilities are retained. Recreational amenity may be enhanced as a result.	-
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	x	x	x	Probable	West Durham	Direct and Permanent	The existing plant infrastructure at Broadwood Quarry, if allocated as a permanent mineral processing plant will act as a processing hub for satellite quarries. This is likely to restrict proposals for processing plant within the boundaries of minerals sites and may therefore increase the number of trips and distances involved in mineral	-

							processing. The potential for some adverse effects is therefore predicted.	
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Probable	West Durham	Indirect and Permanent	The existing plant infrastructure at Broadwood Quarry, if allocated as a permanent mineral processing plant will support existing and potentially new quarry working within West Durham and associated employment. Whilst low levels of deprivation exist within West Durham, employment is of particular importance to rural communities and the rural economy.	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Certain	West Durham	Direct and potential for permanent effects	Subject to mineral availability, a permanent mineral processing plant at Broadwood Quarry would provide for both direct and indirect employment associated with the processing and transportation of minerals throughout the working life of the plant. There would also be opportunities for businesses, including local companies to supply goods and services throughout the life of plant.	-
<b>8. To reduce the causes of climate change</b>	✗	✗	✗	Certain – greenhouse gas emissions	Countywide	Direct and potentially permanent effects	Linked to SA objective 5, the permanent use of the plant at Broadwood Quarry as a hub site may increase the number of trips and distances involved in minerals processing and associated greenhouse gas emissions. Negative effects are therefore predicted.	<b>N/A</b> – greenhouse gas emissions are a residual effect
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	0	0	0	-	-	-	As Broadwood Quarry and its processing plant is subject to an existing consent it can be assumed that the operation of the Plant is not and will not be affected by flood risk and does not contribute towards increasing flood risk elsewhere.	-
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓/✗	✓/✗	✗	Possible short and mid term effects. Probable longer term effects	West Durham	Both direct and indirect effects. Potential for permanent effects.	Broadwood Quarry and the associated processing plant is situated within 2km of Rogerley Quarry Site of Special Scientific Interest, and the North Pennine Moors Special Protection Area and is also within 1 km of a Local Geological Site and ancient woodland. The site also falls within an area which has been identified as having potential for Black Grouse, Curlew, Lapwing, Redwing and Snipe	<b>ENV1:</b> In the event that the existing plant infrastructure is allocated in the Plan any associated future planning applications concerning the processing plant will need to be subject to ecological assessment. Longer term effects relating to

							<p>which are all identified as Priority Species in the Durham Biodiversity Action Plan.</p> <p>On the basis that the proposed minerals existing plant infrastructure would lie within an existing mineral site, any existing or future indirect impacts on biodiversity and geodiversity are unlikely to be deemed significant<sup>78</sup>. The use of the existing plant may also indirectly protect biodiversity at other carboniferous limestone quarry sites as the need for processing operations at the point of extraction would be removed. However, consideration would need to be given to any effects arising from an increase in the intensity of operation of plant at Broadwood Quarry on biodiversity and geodiversity. Therefore, effects in the short and mid term may be positive or negative depending upon implementation.</p> <p>The proposals for a permanent hub would mean that the complete site restoration would not be able to be undertaken and the associated benefits for biodiversity will therefore not be fully realised. The potential for longer term negative effects are therefore predicted.</p>	<p>partial restoration of Broadwood Quarry are residual.</p>
<p><b>11. To protect and enhance the quality and character of landscape and townscape</b></p>	✓/x	✓/x	x	<p>Possible short and mid-term effects. Probable longer term effects</p>	<p>West Durham</p>	<p>Both direct and indirect effects. Potential for permanent effects.</p>	<p>A summary of the Landscape and Visual Impact Assessment provided by Durham County Council's Landscape Team is provided as follows:</p> <p>The site lies in an area identified as an Area of High Landscape Value (AHLV) in the Wear Valley Local Plan. Land to the north and south of the AHLV lies within the North Pennines Area of Outstanding Natural Beauty (AONB).</p> <p>In relation to potential effects on landscape features, the proposals would entail ongoing use of existing buildings, access road and hard standings. It would be unlikely to involve any additional effects on landscape features. In relation to potential</p>	<p><b>ENV2:</b> In the event that the existing plant infrastructure is allocated in the Plan any associated future planning applications concerning the processing plant will need to be subject to landscape and visual assessment. Longer term effects relating to partial restoration of Broadwood Quarry are residual.</p>

<sup>78</sup> Please note that existing consented activity was subject to Habitats Regulations Assessment as part of Durham County Council's Review of Existing Decisions and Consents process (November 2015) and the potential for adverse effects to Natura 2000 sites was screened out.



							<p>visual effects and effects on landscape character, the proposals would be unlikely to have any greater effect on landscape character than existing operations. The use of the existing plant may also indirectly protect landscape character at other carboniferous limestone quarry sites as the need for processing operations at the point of extraction would be removed. However, consideration would need to be given to any effects arising from an increase in the intensity of operation of plant at Broadwood Quarry on landscape quality and character. Therefore, effects in the short and mid term may be positive or negative depending upon implementation.</p> <p>In relation to long term effects, the allocation of the existing plant infrastructure at Broadwood Quarry as a permanent mineral processing plant is likely to mean that opportunities to improve existing landscape value relating to the restoration of Broadwood Quarry and the associated plant are not realised in full. Negative long term effects are therefore predicted.</p>	
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	0	0	0	-	-	-	<p>No effect anticipated - There are no registered parks, gardens, battlefields or World Heritage Sites within the proposed minerals hub. Although the site borders the Frosterley Conservation Area, it does not fall within it. The site access borders the Grade II Listed Lime Kiln (north east of Broadwood Kiln House). The impact of the proposed operations is unlikely to be greater than the current situation. However, further assessment and monitoring of the impacts on nearby assets may be required due to the permanence of the proposal.</p>	<b>ENV3:</b> Whilst no effects to the historic environment are anticipated, in the event that the existing plant infrastructure is allocated in the Plan, further heritage assessment may be required at the planning application stage to inform effects further, including effects on potential archaeological resources and if these can be effectively mitigated.
<b>13. To protect and improve air, water and soil resources</b>	x	x	x	Possible potential negative effects depending on implementation and mitigation measures. Whilst working will only be short term in	West Durham	Direct. Largely temporary effects whilst the site is operational. However, permanent effects could	<b>Air</b> – The permanent nature of the proposal will result in maintained HGV vehicle movements to and from the site. The adequacy of any existing conditions to minimise dust emissions such as the covered sheeting of HGVs and wheel washing should be reviewed and implemented as appropriate. Consideration would also need to be	<b>ENV4:</b> A review of existing measures/conditions may be required to limit dust emissions and protect water quality, particularly in the event that the intensity of operations increase. However, the proposed allocation would represent permanent development

				nature, the effects, particularly to water and soil resources could be longer term.		result if potential effects to water and soil resources are not appropriately mitigated	given to any effects arising from an increase in the intensity of operation of plant at Broadwood Quarry  <b>Water</b> – The site borders the River Wear, within 30m of the riverbank. As the plant is existing, the impact of the proposed operations is unlikely to be greater than the current situation. However, consideration may need to be given to any effects arising from an increase in the intensity of operation on water quality and the adequacy of any existing pollution prevention measures in place.  <b>Soil</b> – As the plant is existing, no further impact on soil resources is anticipated. However, the proposed allocation would represent permanent development and would impact upon the approved restoration strategy of the quarry and associated soil resources which seeks restoration to agriculture. However, due to the pre-worked quality of land, the existing plant infrastructure (and making permanent of) will not result in the permanent loss of the best and most versatile agricultural land.	and would prevent the full restoration of soli resources. This is a residual effect.
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	✓	✓	✓	Certain	West Durham	Direct and potential for permanent effects	The proposal will involve the continued use of existing infrastructure which will minimise resource use and waste associated with creating new processing plant at other mineral sites.	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	✓/x	✓/x	✓/x	Possible	West Durham	Direct  Potential for permanent effects	The permanent use of the processing plant at Broadwood Quarry would have a number of benefits in relation to:  ) Use of existing plant may minimise the severity of social and environmental effects at other Carboniferous Limestone Quarries which may otherwise need to establish their own individual processing plant; and	<b>Not applicable</b> – the dis-benefits of the proposal are residual effects.

							<p>) The use of existing plant will make the most efficient use of existing infrastructure minimising resource use and waste.</p> <p>However, the use of the processing plant as a satellite hub is likely to have a number of disbenefits in relation to:</p> <p>) restricting proposals for processing plant within the boundaries of minerals sites, therefore potentially increasing the number of trips and distances involved in mineral processing;</p> <p>) Preventing the full restoration of the quarry which would lead to freestanding industry in the open countryside and would potentially obviate the full benefits to biodiversity, landscape and soils that could be realised as a result of full restoration.</p> <p>In addition, the impacts of continued use of existing plant are unlikely to be greater than the current operation. However, consideration would need to be given to any increase in intensity of operations.</p>	
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**Policy 60: Strategic Area of Search to the South of Todhills Brickworks**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this.

**Policy 61: Waste Management Provision**

Table 27 Policy 61 Issue/Option: How to Best Manage County Durham's Waste								
SA/SEA Objective	Options	Magnitude and Duration of Effect			Likelihood of Effect	Geographic Scale	Permanent / Temporary	Commentary
		S	M	L				

<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	a. Make provision for all of County Durham's Waste (net self-sufficiency)	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	No significant impact/ link. Overall the county is net self-sufficient for waste despite cross boundary flows of certain waste streams, which varies from year to year depending on the market. Therefore, this option is unlikely to significantly change the overall land requirement for waste facilities and so it is unlikely to affect the availability of land for housing or significantly impact on the quality of existing housing.
	b. Make provision for all County Durham's waste and as much as possible from elsewhere, in order to maximise economic and employment opportunities in waste management	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	No significant impact/ link. This option is likely to result in increased waste facilities and land take and thus there is potential for competition for land with housing developments. In addition, the increased waste management in the county could negatively affect the quality of housing through emissions and associated traffic. However, overall impacts are likely to be minor as the land required for any new facilities is likely to be insignificant compared to that required for housing.
	c. Make provision for less waste than arises in County Durham, on the basis that a significant proportion will be managed outside the county	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	No significant impact/ link. This option is likely to result in less waste management facilities in the county in the medium and longer term and so the available land for housing could increase due to less competition with such facilities. However, overall impacts are likely to be minor.
<b>2. To promote strong, secure communities</b>	a. Make provision for all of County Durham's Waste (net self-sufficiency)	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	HGV transportation and its inappropriate use of minor roads can have a significant negative impact on local community safety/ community severance and the environment through carbon emissions. However, maintaining net self-sufficiency of waste management within the County is unlikely to significantly change traffic impacts on communities; even if individual facilities expand or go in or out of use. In addition, protection of human health and the

								environment and the improvement of places where people live are requirements of the Waste Framework Directive and are part of Planning Practice Guidance. Therefore, mitigation of such impacts is likely to be included in planning conditions.
	b. Make provision for all County Durham's waste and as much as possible from elsewhere, in order to maximise economic and employment opportunities in waste management	x	x	x	Probable	Countywide	Potential for permanent effects	This option encourages more treatment of waste within the county, which would mean more sites, and thus potentially emissions and noise, and a significant increase in waste transportation (e.g. HGVs) from current levels. HGV transportation and its inappropriate use of minor roads can have a significant negative impact on local community safety/ community severance and the environment through carbon emissions. However, protection of human health and the environment and the improvement of places where people live are requirements of the Waste Framework Directive and part of Planning Practice Guidance. Therefore, mitigation of such impacts is likely to be included in planning conditions. In addition, this option is likely to promote local jobs which could contribute to strong secure communities. Despite this, overall impacts are likely to be negative.
	c. Make provision for less waste than arises in County Durham, on the basis that a significant proportion will be managed outside the county	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	This option is likely to result in fewer sites and less treatment of waste within the county. There is potentially more transport/ traffic (HGVs) travelling around and through the county depending on where sites are located. HGV transportation and its inappropriate use of minor roads can have a significant negative impact on local community safety/ community severance and the environment through carbon emissions. However, protection of human health and the environment and the improvement of places where people live are requirements of the Waste Framework Directive and part of Planning Practice Guidance. Therefore, mitigation of such

								impacts is likely to be included in planning conditions. Overall, impacts are likely to depend on implementation.
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	a. Make provision for all of County Durham's Waste (net self-sufficiency)	0	0	0	Indirect Impacts Possible	Countywide	Potential for permanent effects	Maintaining net self-sufficiency will provide employment and training opportunities. It could also provide educational opportunities through school trips and visits. Even though this option is likely to result in some waste management facilities being developed and expanded, others may be decommissioned and the overall level of facilities is unlikely to significantly change from current levels. Therefore overall impacts are likely to be minor.
	b. Make provision for all County Durham's waste and as much as possible from elsewhere, in order to maximise economic and employment opportunities in waste management	✓	✓	✓✓	Probable	Countywide	Potential for permanent effects	Significantly increasing waste provision within the county compared to current levels will provide employment and training opportunities, which could be significant in the longer term. It could also provide educational opportunities through school trips and visits and the inward investment and sustainable resource use could help to maintain a healthy labour market. Educational and employment aspirations are likely to be raised with this approach.
	c. Make provision for less waste than arises in County Durham, on the basis that a significant proportion will be managed outside the county	×	×	×	Probable	Countywide	Potential for permanent effects	As this option assumes a significant proportion of waste will be managed outside the county, this potentially means that there will be fewer employment and training opportunities within the county. This is a significant missed opportunity with economic value of waste processing increasing with more stringent environmental legislation and greater virgin resource scarcity.
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	a. Make provision for all of County Durham's Waste (net self-sufficiency)	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	Location and design of waste facilities will dictate the level of traffic (HGVs) through particular parts of the county and proximity of people to any air, soil or water pollution emissions and noise. Protection of human health and the environment and the improvement of places where people live are requirements of the Waste Framework

								Directive and part of Planning Practice Guidance. Therefore, mitigation of such impacts is likely to be included in planning conditions. However, overall impacts are likely to be minor as the county is approximately self-sufficient already, despite some cross border flows, which vary with market conditions. While individual waste management facilities may change with this option the overall quantity should not significantly vary from current provisions.
	b. Make provision for all County Durham's waste and as much as possible from elsewhere, in order to maximise economic and employment opportunities in waste management	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	Location and design of waste facilities will dictate the level of traffic (HGVs) through particular parts of the county and proximity of people to any air, soil or water pollution emissions and noise. Protection of human health and the environment and the improvement of places where people live are requirements of the Waste Framework Directive and part of Planning Practice Guidance. Therefore, mitigation of such impacts is likely to be included in planning conditions. Employment is associated with healthier lifestyles and this option is likely to provide increased opportunities and so have indirect positive benefits. Overall impacts are likely to be minor.
	c. Make provision for less waste than arises in County Durham, on the basis that a significant proportion will be managed outside the county	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	Location and design of waste facilities will dictate the level of traffic (HGVs) through particular parts of the county and proximity of people to any air, soil or water pollution emissions and noise. Protection of human health and the environment and the improvement of places where people live are requirements of the Waste Framework Directive and part of Planning Practice Guidance. Therefore, mitigation of such impacts is likely to be included in development conditions. However, overall impacts are likely to be minor compared to current waste provision arrangements.

<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	a. Make provision for all of County Durham's Waste (net self-sufficiency)	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	Location of waste facilities will dictate the level of traffic (HGVs) through particular parts of the county and therefore where any potential impacts will be. As the county is already largely self-sufficient in the management of waste despite some cross boundary flows, this option does not represent a significant change from current arrangements and so impacts are likely to be minor.
	b. Make provision for all County Durham's waste and as much as possible from elsewhere, in order to maximise economic and employment opportunities in waste management	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	Location of waste facilities will dictate the level of traffic (HGVs) through particular parts of the county and therefore where any potential impacts will be. This option is likely to involve the development of new waste facilities and the expansion of existing ones. It also implies that more waste will be transported into the county from elsewhere. Overall impacts will depend on how changing the pattern of waste transportation will impact on emissions as the quantity and distances of waste transported will depend on the design and location of waste management facilities.
	c. Make provision for less waste than arises in County Durham, on the basis that a significant proportion will be managed outside the county	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	Location of waste facilities will dictate the level of traffic (HGVs) through particular parts of the county and therefore where any potential impacts will be. This option is likely to involve the development of fewer waste facilities within the county and possibly some existing ones going out of use or reducing capacity. It also implies that more waste will be transported out of the county to elsewhere. Overall impacts will depend on how changing the pattern of waste transportation will impact on emissions as the quantity and distances of waste transported will depend on the design and location of waste management facilities.
<b>6. To alleviate deprivation and poverty</b>	a. Make provision for all of County Durham's Waste	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	No significant impact likely. There is potential for increased employment opportunities and the possibility of waste processing facilities to aid in the



	(net self-sufficiency)							regeneration of deprived areas. However, as the county is largely self-sufficient in waste management, despite some cross boundary flows, this option does not represent a significant change in provision and therefore is unlikely to significantly contribute to the alleviation of deprivation and poverty.
	b. Make provision for all County Durham's waste and as much as possible from elsewhere, in order to maximise economic and employment opportunities in waste management	0	✓	✓	Probable	Countywide	Potential for permanent effects	Encouraging employment opportunities in the county will potentially increase employment levels and reduce unemployment, thus helping alleviate deprivation. The development of additional waste processing facilities or expansion of existing ones could aid in the regeneration of deprived areas. There is unlikely to be a significant impact in the short term but, as the scale and quantum of development increases, there are likely to be positive effects in the medium and longer term.
	c. Make provision for less waste than arises in County Durham, on the basis that a significant proportion will be managed outside the county	0	×	×	Possible	Countywide	Potential for permanent effects	This option encourages few employment opportunities in the county, and so it will potentially have a negative impact on levels of unemployment and deprivation, particularly in the medium and longer term due to forgone opportunities for the processing of waste.
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	a. Make provision for all of County Durham's Waste (net self-sufficiency)	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	The provision of waste management facilities within the county is likely to create employment opportunities and promote business development. If the waste facilities are focused on clean energy and recycling then they will also promote green technologies, potentially encouraging new sectors. However, effects are unlikely to be significant as the county is already largely self-sufficient for the provision of waste management, despite some cross boundary flows, so this option does not represent a significant change in the quantity of waste provision countywide compared to currently.

	b. Make provision for all County Durham's waste and as much as possible from elsewhere, in order to maximise economic and employment opportunities in waste management	✓	✓	✓✓	Probable	Countywide	Potential for permanent effects	Significantly increasing the provision for waste within the county is likely to create new employment opportunities and promote business development. If the waste facilities are focused on clean energy and recycling then they will also promote green technologies and new sectors/clusters. There is potential for very significant positive effects in the longer term as the scale and quantum of development increases.
	c. Make provision for less waste than arises in County Durham, on the basis that a significant proportion will be managed outside the county	×	×	×	Probable	Countywide	Potential for permanent effects	This option encourages no additional employment opportunities in the county, and so it will potentially have a negative impact on the levels of unemployment and business activity in the longer term due to forgone opportunities. It could also result in fewer waste management facilities in the county and so could even reduce overall employment with the associated negative effects on job sustainability and diversity.
<b>8. To reduce the causes of climate change</b>	a. Make provision for all of County Durham's Waste (net self-sufficiency)	✓/×	✓/×	✓/×	Possible	Countywide	Potential for permanent effects	Overall impacts depend on technology used and location of waste facilities. Appropriate locating of new developments could reduce the need to transport waste and thus reduce emissions. The introduction of green technologies could also help to reduce emissions such as through energy from waste and the reuse of materials. However, inappropriate locating of facilities and the use of landfill or less efficient recycling technologies could increase emissions. This is made less likely however, due to the need to drive waste up the Waste Hierarchy. Therefore, overall impacts are likely to depend on implementation.
	b. Make provision for all County Durham's waste and as much as possible from elsewhere, in	✓/×	✓/×	✓/×	Possible	Countywide	Potential for permanent effects	As above.

	order to maximise economic and employment opportunities in waste management							
	c. Make provision for less waste than arises in County Durham, on the basis that a significant proportion will be managed outside the county	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	As above.
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	a. Make provision for all of County Durham's Waste (net self-sufficiency)	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	No significant impact/ link. Sites should be located to avoid flood risk and designed to mitigate surface water run-off such as with the use of sustainable urban drainage systems. In addition, facilities should be designed to cope with the extremes of climate and to minimise the risk of air, water and soil pollution through leaking contaminants or weather damage.
	b. Make provision for all County Durham's waste and as much as possible from elsewhere, in order to maximise economic and employment opportunities in waste management	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	As above.
	c. Make provision for less waste than arises in County Durham, on the basis that a significant proportion will be	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	As above.

	managed outside the county							
<b>10. To protect and enhance biodiversity and geodiversity</b>	a. Make provision for all of County Durham's Waste (net self-sufficiency)	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	Impacts depend on location and design of waste facilities. This option could require new waste management facilities, which will potentially have a negative impact on biodiversity and geodiversity through, for example, habitat loss, decrease in air quality and noise pollution. However, impacts could be mitigated if located on brownfield sites and sites of low ecological value and with considerate design of facilities; including incorporation of green infrastructure. Overall, impacts are likely to be minor as the county is largely self-sufficient in the provision of waste management already, despite some cross boundary flows, and so this option does not represent a significant change from the current situation.
	b. Make provision for all County Durham's waste and as much as possible from elsewhere, in order to maximise economic and employment opportunities in waste management	x	x	xx	Probable	Countywide	Potential for permanent effects	Impacts depend on the location and design of waste facilities. This option is likely to require a significant increase (from current levels) in land-take for waste management in the county, which will potentially have a negative impact on biodiversity and geodiversity through, for example, habitat loss, decrease in air quality and noise pollution. Effects are potentially significant in the longer term due to the scale and quantum of development implied by this option. However, impacts could be mitigated to some extent if located on brownfield sites and sites of low ecological value and with considerate design of facilities including incorporation of green infrastructure.
	c. Make provision for less waste than arises in County Durham, on the basis that a significant proportion will be	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	Impacts depend on location and design of new waste facilities, including outside of the county, and how this affects the transport of waste through the county. Overall impacts are likely to depend on implementation as this option implies less waste management provision in the county than the current situation but could mean an increase

	managed outside the county							elsewhere. It could also change the pattern of waste transportation which could impact on biodiversity and any sites that go out of use could end up affecting it depending on what, if anything, is developed instead.
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	a. Make provision for all of County Durham's Waste (net self-sufficiency)	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	The degree of impact is dependent on location and design of any new waste facilities, which have the potential to have a negative effect on the setting and character of landscape/ townscape (e.g. if greenfield sites are required). However, impacts could be mitigated with appropriate design and screening and by avoiding prominent open sites. Significant impacts are unlikely as the county is largely self-sufficient in the provision of waste management despite some cross boundary flows and so this option does not represent a significant change in the scale of waste management in the county.
	b. Make provision for all County Durham's waste and as much as possible from elsewhere, in order to maximise economic and employment opportunities in waste management	x	x	x	Probable	Countywide	Potential for permanent effects	The degree of impact is dependent on location and design of any new waste facilities. This option will likely require a significant increase (from current levels) in land-take and waste transportation within the county, both of which will potentially have a negative impact on the setting and character of landscape/ townscape (e.g. open greenfield sites could be required). However, impacts could be mitigated with appropriate design and screening and by avoiding prominent open sites. Despite this, the quantity of development implied by this option is likely to mean that all negative impacts cannot be avoided.
	c. Make provision for less waste than arises in County Durham, on the basis that a significant proportion will be	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	This option implies that fewer waste facilities will be required in the county than there are currently. Therefore, landscape and townscape impacts are dependent on implementation as they depend on what happens to sites that go out of use and there is still potential for new sites under this option. Impacts could be mitigated with

	managed outside the county							appropriate design and screening and by avoiding prominent open sites.
<b>12. To protect and enhance cultural heritage and the historic environment</b>	a. Make provision for all of County Durham's Waste (net self-sufficiency)	0	0	0	Probable	Countywide	Potential for permanent effects	The degree of impact is dependent on location and design of any new waste facilities, which have the potential to have a negative effect on cultural heritage and the historic environment. However, impacts could be mitigated with appropriate design and screening and by avoiding historically and culturally important assets. Significant impacts are unlikely as the county is largely self-sufficient in the provision of waste management despite some cross boundary flows and so this option does not represent a significant change in the scale of waste management in the county.
	b. Make provision for all County Durham's waste and as much as possible from elsewhere, in order to maximise economic and employment opportunities in waste management	x	x	x	Probable	Countywide	Potential for permanent effects	The degree of impact is dependent on location and design of new waste facilities. This option will likely require a significant increase (from current levels) in land-take and waste transportation, both of which will potentially have a negative impact on cultural heritage and the historic environment. However, impacts could be mitigated with appropriate design and screening and by avoiding historically and culturally important assets. Despite this, the quantity of development implied by this option is likely to mean that all negative impacts cannot be avoided.
	c. Make provision for less waste than arises in County Durham, on the basis that a significant proportion will be managed outside the county	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	This option implies that fewer waste facilities will be required in the county than there is currently. Therefore, cultural heritage and historic environment impacts are dependent on implementation as they depend on what happens to sites that go out of use and there is still potential for new sites under this option. Impacts could be mitigated with appropriate design and screening and by avoiding historically and culturally important assets.

<b>13. To protect and improve air, water and soil resources</b>	a. Make provision for all of County Durham's Waste (net self-sufficiency)	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	Impacts depend on technology, design and location of waste facilities and how this impacts the transportation of waste. Overall impacts are likely to be minor as the county is already largely self-sufficient in the provision of waste management, despite some cross boundary flows. Therefore, this option does not represent a significant change from the current situation.
	b. Make provision for all County Durham's waste and as much as possible from elsewhere, in order to maximise economic and employment opportunities in waste management	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	This option will likely require an increase (from current levels) in land-take and waste transportation within the county, both of which will potentially have a negative impact on air, water and soil resources – e.g. greenfield sites could be required, decrease in air quality and noise pollution. However, it is possible for the appropriate locating of facilities to reduce overall waste transport emissions and for the design of such facilities to reduce other forms of pollution from waste management. Therefore, overall impacts are likely to depend on implementation.
	c. Make provision for less waste than arises in County Durham, on the basis that a significant proportion will be managed outside the county	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	Impacts depend on technology, design and location of waste facilities and how this impacts the transportation of waste. This option will likely require few waste management facilities within the county and increased transport of waste out of the county. It is possible for the appropriate locating of facilities, including those in surrounding authorities, to reduce overall waste transport emissions and for the design of such facilities to reduce other forms of pollution from waste management. Therefore, overall impacts are likely to depend on implementation.
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	a. Make provision for all of County Durham's Waste (net self-sufficiency)	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	Impacts depend on technology, design and location of waste facilities and how this impacts the transportation of waste. In addition, it will depend on the design of waste polices that have yet to be developed.

	b. Make provision for all County Durham's waste and as much as possible from elsewhere, in order to maximise economic and employment opportunities in waste management	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	As above.
	c. Make provision for less waste than arises in County Durham, on the basis that a significant proportion will be managed outside the county	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	As above.
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	a. Make provision for all of County Durham's Waste (net self-sufficiency)	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	No significant impact/ link.
	b. Make provision for all County Durham's waste and as much as possible from elsewhere, in order to maximise economic and employment opportunities in waste management	0	0	x	Indirect impacts possible	Countywide	Potential for permanent effects	The significant increased land take for new waste facilities could potentially prevent the sustainable extraction of mineral resources, particularly in the longer term.
	c. Make provision for less waste than arises in County Durham, on the basis that a	0	0	0	Indirect impacts possible	Countywide	Potential for permanent effects	No significant impact/ link.



	significant proportion will be managed outside the county							
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**Policy 62: Location of Waste Facilities**

There were no reasonable alternatives to assess concerning this policy. Please see the main SA report for further information regarding this

## **Appendix E**

### **County Durham Plan Pre-Submission 2018**

#### **Sustainability Appraisal Matrices and Recommendations: Policies**

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<b>Sustainability Appraisal Key</b>		
<b>Impact</b>	Likely to have a very positive effect	✓✓
	Likely to have a positive effect	✓
	Minor effect/ no effect / no clear link	0
	Uncertain/ insufficient information on which to determine effect	?
	Likely to have a negative effect	×
	Likely to have a very negative effect	××
	Could have both positive and negative effects depending on implementation	✓/×
<b>Timescale</b>		
	Short-term (next 5 years)	<b>S</b>
	Medium-term (5-16 years)	<b>M</b>
	Long-term (16 years +)	<b>L</b>
<b>Likelihood of Effect</b>	Certain/ Probable / Possible/ Uncertain	
<b>Geographic Scale</b>	e.g. Regional/ County-wide/ *Settlement Name*/ Local (site specific)	
<b>Type of Effect</b>	Permanent/ Temporary/ Direct/ Indirect/ Secondary/ Residual	

## Sustainable Development Statement

Table 1 Sustainable Development Statement								
SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	✓	✓	✓	Probable	Countywide	Direct Indirectly Permanent	<p>The statement is likely to help ensure that the Local Plan delivers an appropriate scale and mix of housing which meets identified need (including adaptable and accessible homes) and is located in places where people wish to live. As such it is likely to deliver modern efficient housing (to modern building regulations) in the County which will contribute meeting the varied needs of communities whilst also improving the energy efficiency of homes. This could indirectly help to reduce fuel poverty, particularly in rural parts of the County that are not connected to the gas network. Given the likely scale of new housing to be delivered over the plan period, there is potential for significant positive effects over the long-term. In the short term, the delivery of housing to locations with a proven track record of delivery will help to enable the delivery of affordable housing.</p> <p>Moreover helping to ensure the delivering a mix of housing types that meet identified need could have increasingly positive effects for rural and smaller communities where housing needs may be more acute. However, such positive effects and the certainty of effects are likely to be hampered by the potential under-delivery of affordable housing. The amount of affordable housing which can be delivered in order to meet this element of the Objectively Assessed Need (OAN), which is a percentage of the overall OAN and established by the County Durham Strategic Housing Market Assessment (SHMA), will depend on the quantum and distribution of housing development given that the housing requirement is influenced by viability. With the recent history of under-delivery of housing overall, there is the potential for a shortfall in affordable housing to remain despite the Plan's intent to maximise its delivery.</p>	-
<b>2. To promote strong, secure</b>	✓	✓	✓	Probable	Countywide	Direct Indirect Permanent	<p>It is the intention of this statement to help drive new development to create and support strong, vibrant, resilient and healthy communities as well as linking development directly to jobs, services/facilities and</p>	-

communities							<p>identified need. It also seeks to ensure that the location and scale of new development should meet the needs of communities and be commensurate with existing infrastructure and local service/ facilities provision. Overall therefore it is possible that the statement will help to promote strong, secure communities by ensuring new development meets the needs of all residents and improves access to employment opportunities whilst having appropriate services/ facilities to accommodate growth.</p> <p>Positive effects are therefore considered probable for the growth and development of communities and existing infrastructure capacities (e.g. schools, healthcare, highways etc.) Principle 2 ensures that growth is appropriate for all communities across the County and takes development constraints into account and Principle 3 ensures there is sufficient infrastructure support for new development it is also important opportunities to make improvements are taken. To ensure any potential adverse impacts, new development must be phased appropriately along with investment in infrastructure etc. and developer contributions sought to make improvements where appropriate.</p> <p>By making the most effective use of previously development land wherever possible, there is the potential that this will reduce the number of derelict, unsafe and unmanaged sites across the County; and so the statement policy may indirectly help to deter crime (anti-social behaviour) and reduce the fear of crime. Further, by producing safe walking and cycling routes will enhance a sense of safety and security for residents.</p>	
3. To improve education, training and life-long learning, and maintain a healthy labour market	✓	✓	✓	Probable	Countywide	Direct Permanent	<p>It is the intention of this statement to ensure new development meets the needs of the County's communities and supports levels of growth commensurate with their access to services and facilities and existing infrastructure (e.g. schools and colleges). Education and training opportunities are also linked to the provision of new employment and retail development across the County. Enabling a larger number of people to access such jobs locally is a key consideration. Overall therefore it is probable that the statement will help to improve the quantity/ quality and access to education and training opportunities. As people have convenient access to jobs, training and services, by public transport and safe walking and cycling</p>	<p><b>SOC1: Add principle '6. <u>Development should contribute to protecting and enhancing the natural, built and historic</u></b></p>

							<p>routes, it is believed that the sustainability development principle 1 improves and enhances the accessibility to jobs/ training/ education, which is a key priority for new development.</p> <p>It is nonetheless noted that in rural areas development of new homes may make the retention of schools more practical due to increases in pupil numbers.</p> <p>Positive effects are therefore considered probable, where the growth of communities and the impact on schools/ colleges is likely to be more manageable within the constraints of existing infrastructure capacities. To avoid any potential adverse impacts, new development must be phased appropriately and developer contributions sought to make improvements where appropriate.</p> <p>Sustainable development in the NPPF is achieved by economic, social and environmental objectives. Whilst the supporting text and policy recognises this, SA believe the policy should have a clearer focus on the environmental objective, as the social and economic economics appear to be dominant. Therefore an additional principle should be added to account for sustainable development in the environment objectives (SOC1). This does not detract from development occurring, however these three overarching objectives (economic, social and environmental) need to be pursued in mutually supportive ways. The further protection and enhancement of the natural and historic environment, where appropriate, will help promote, encourage and sustain learning and education opportunities for future generations.</p>	<p><b><u>environment,</u></b>  <b><u>be resilient to</u></b>  <b><u>climate change,</u></b>  <b><u>whilst</u></b>  <b><u>promoting low</u></b>  <b><u>carbon</u></b>  <b><u>construction.'</u></b></p>
<p><b>4. To reduce health inequalities and promote healthy lifestyles</b></p>	✓	✓	✓	Probable	Countywide	Direct Permanent	<p>It is the intention of this statement to ensure new development meets the needs of the County's communities and supports levels of growth commensurate with their access to services and facilities and existing infrastructure (e.g. GPs, hospitals, recreational/ leisure opportunities). As such positive effects are probable as it will help to contribute to healthier lifestyles by delivering new development where it is needed and with improved accessibility. In addition, the statement ensures that the growth and development of communities and the impact on GPs, open space, etc. will be manageable and sustainable for future generations. To avoid any potential adverse impacts, new development must be phased appropriately and developer contributions sought to make improvements where appropriate.</p>	



							<p>There is also a potential for conflict between this statement and the health wellbeing agenda in terms of the physical loss of open space/ recreational areas as result of new development and lost opportunities to address existing deficiencies as identified by the Open Space Needs Assessment. Any loss of open space, playing pitches/ recreation areas, is likely to have an adverse impact on health and well-being. Mitigation should include compensation through either relocation of existing provision or creation/ improvements in provision on/ off sites. Nevertheless, the creation of green space within new development sites is a key priority and is highlighted in Criteria 1 in terms of creating healthy communities.</p> <p>The design of new development in terms of its ability to support the movement of pedestrians and cyclists in terms of permeability and connectivity with settlements and existing and new rights of way is also key to contributing to the overall health and wellbeing of residents. By seeking to enable a larger number of people to access jobs, services and facilities it is assumed that this means new development will be expected to reduce the need to travel and help promote walking and cycling as well as public transport. Principle 1 highlights a range of healthier modes of transport to be attractive to most people access to services/ facilities etc. and their convenience. SOC1 allows for further protection and enhancement of the natural environment, where appropriate, will help promote healthy lifestyles and the mental health of communities for future generations.</p>	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Probable	Countywide	Direct Permanent	<p>The intent of this Statement is to deliver sustainable development and by seeking to enable a larger number of people to access, jobs services and facilities. It is therefore considered probable that it will have positive effects in terms of reducing the need to travel and potentially encouraging the need to travel.</p> <p>Directing new development to locations that have better access to services, including public / sustainable transport options and safe walking and cycling routes will help to reduce the need to travel by private car for residents and encourage the sustainable transportation of freight for business.</p> <p>This approach may also serve to help protect and increase the range of shops, services, amenities and employment opportunities in communities, due to the linkage with development that meets identified need. Principle 3 also looks to permit new development</p>	-

							<p>where it benefits nearby communities that individually lack facilities.</p> <p>It may also minimise some aspects of new infrastructure, by ensuring housing is linked to employment. This will help to precipitate potentially higher levels of safe pedestrian, cycling and public transport use. The approach must ensure that linkages and permeability of new sites should be convenient of high quality and attractive.</p> <p>Although Principle 4 looks to ensure the economic and housing needs of communities in rural areas is met, which will help reduce the need to travel, it is nonetheless noted that the potential for positive effects will be restricted in more rural parts of the County given the current level of services/ infrastructure and dispersed settlement pattern.</p>	
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓✓	Probable	Countywide	Direct Indirect Permanent	<p>Although the statement recognises that viability is a key consideration, it takes a proactive approach to ensuring new development makes the most effective use of previously developed land wherever possible. It also seeks to deliver economic growth and new job opportunities to meet identified need and that this is located in places where people want to live/ work. In terms of smaller communities it also seeks to ensure new development delivers economic vitality.</p> <p>Hence, it is probable that the statement will directly help those on lower incomes (e.g. reduce unemployment, improve skills, etc.) and indirectly support the delivering of regeneration initiatives and improve the social, economic and environmental conditions of deprived parts of the County. SOC1 allows further protection and enhancement of the natural, built and heritage environment, where appropriate, will help promote and improve social, economic and environmental conditions for future generations. In particular, there are several towns and larger villages that are likely to benefit from this approach given that a proportion of their population are classified as within the top 10% most deprived areas nationally: e.g. Bishop Auckland, Crook, Peterlee, Shildon, Spennymoor, Stanley, Newton Aycliffe, Brandon, Chilton, Easington/ Colliery, Ferryhill, Murton, Sacriston, Shotton/ Colliery, Sherburn, Ushaw Moor, and Willington. Depending on the quantity and location of new development over the plan period, it is considered there is potential for significant positive effects in the long-term.</p> <p>The statement is also likely to help improve access to employment and</p>	

						<p>training opportunities. Principle 1 highlights a range of healthier modes of transport to be attractive to most people access to services/ facilities etc. and their convenience, especially making access convenient for those on lower incomes and those that do not have access to a car.</p> <p>Provision of additional retail, office and business development and support for development that contributes to economic diversification in rural areas will help to reduce unemployment and alleviate deprivation.</p>	
<p><b>7. To develop a sustainable and diverse economy with high levels of employment</b></p>	✓	✓✓	✓✓	Probable	Countywide	<p>Direct Indirect Permanent</p> <p>A key principle of this statement is to facilitate economic growth and create new job opportunities across the County, and support this with an appropriate quantity and mix of housing to meet need and be delivered in locations where people want to live/ work. It also seeks to enable a larger number of people to have access to jobs. Out with the larger settlements, the statement also prioritises the delivery of economic vitality of smaller communities and meeting economic needs of local rural communities. Directly this is through job creation and improving access to jobs and economic resilience. However, indirectly the statement is likely to support regeneration and encourage the use of local labour/ services and encourage inward investment/ business expansion if economic, social, and environmental conditions are improved. Therefore, as sustainable development in the NPPF is achieved by economic, social and environmental objectives. Whilst the supporting text and policy recognises this, SA believe the policy should have a clearer focus on the environmental objective, as the social and economic economics appear to be dominant. Therefore an additional principle should be added to account for sustainable development in the environment (ECON1). This does not detract from development occurring, however these three overarching objectives (economic, social and environmental) need to be pursued in mutually supportive ways. By implementing this principle, it is therefore likely that this statement will have increased positive economic effects; and as the quantum of development increases over the plan period there is potential for significant positive effects. However, unless such development is supported by appropriate infrastructure there is potential for economic growth to be restricted (e.g. increased traffic congestion/ journey times for people and goods).</p> <p>Principle 2 clearly outlines the priorities for the needs of businesses in County Durham and that growth is appropriate to the role and function</p>	<p><b><u>ECON1: Add principle '6. Development should contribute to protecting and enhancing the natural, built and historic environment, be resilient to climate change, whilst promoting low carbon construction.'</u></b></p>

							of the settlements (e.g. highest levels of growth to the largest settlements in accordance with the Settlement Study) and the level of existing infrastructure is taken into account. This principle also take a more positive approach towards the natural, built and historic environment and should help to ensure the economic potential of it is also realised. Overall this revised approach should help to secure sustainable economic growth for the whole County.	
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Possible	Countywide	Direct Permanent Temporary – energy consumption during construction and operation Residual	<p>By seeking to enable a larger number of people to access jobs, services and facilities the statement is prioritising development in areas with better access and public transport provision (e.g. in accordance with the settlement hierarchy) which will help to minimise transport-related emissions. Principle 2 is also clear that economic growth and new job opportunities should be supported by an appropriate scale and mix of housing. Ensuring housing and employment are aligned in terms of location and offer, making commuting convenient, is vital to deliver sustainable development as well as minimising transport related carbon emissions. However, the level of existing and new sustainable transport infrastructure needed to support the scale of new development and minimise car use will depend on implementation; and the level of carbon emissions generated.</p> <p>There is also potential for transport related carbon emissions to be minimised as the statement seeks to ensure that communities' needs are met, either within their settlement or in a nearby settlement. Approach is also likely to mean that smaller towns and villages are better able to retain existing services/ facilities; which will be particularly important within rural communities. This will also clearly reduce the need to travel. An increase in development across the County is likely to consume large amounts of energy in the construction of houses, offices and associated new infrastructure in the construction stage. Increasing domestic and commercial development will also increase energy consumption in the County, although new housing offers opportunity to reduce domestic energy consumption per household especially if policies / conditions are applied requiring highest levels of energy efficiency and low carbon energy. If new development is concentrated around specific larger settlements (e.g. Durham City and Newton Aycliffe) there is the potential to development district heating systems, with new domestic/</p>	<b>ENV1: Add principle '6. <u>Development should contribute to protecting and enhancing the natural, built and historic environment, be resilient to climate change, whilst promoting low carbon construction.'</u></b>

							<p>commercial development linked into any such system. Further consideration across the County should be given to district heating systems where housing and business/services that generate heat are co-located. For example, housing with leisure centres that have swimming pools.</p> <p>Principle 1 gives certainty and helps secure positive effects of this statement on this objective. Increased energy consumptions and carbon emissions are likely to be a residual effect irrespective of mitigation.</p> <p>Sustainable development in the NPPF is achieved by economic, social and environmental objectives. Whilst the supporting text and policy recognises this, SA believe the policy should have a clearer focus on the environmental objective, as the social and economic economics appear to be dominant. Therefore an additional principle should be added to account for sustainable development in the environment objectives (ENV1). This does not detract from development occurring, however these three overarching objectives (economic, social and environmental) need to be pursued in mutually supportive ways. By implementing this recommendation, it will further, clearly ensure that climate change is appropriately mitigated for.</p>	
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	<b>0</b>	✓	✓	Possible	Countywide	Permanent Direct	<p>Although to be approved without delay new development will need to be in accordance with Local Plan policies, there is a strategic intent embedded in this statement with regards to ensuring communities are resilient to extreme weather events and adaptable to our changing climate; this includes business and infrastructure. This is furthered by (ENV1). The statement does nonetheless seek to ensure development is appropriate in terms of location and scale and principle 3 seeks to ensure smaller communities become more sustainable and resilient with new development securing environmental benefits.</p> <p>Moreover the County Durham Strategic Flood Risk Assessment identifies that some parts of the County are susceptible to either river or surface water flooding. How and where development is located therefore can have strategic implications in terms of mitigating such impacts. However, there is intent to make the most effective use of previously development land wherever possible; hence there is potential for run-off rates to be minimised or reduced securing positive effects.</p>	

							<p>In terms of coastal and tidal flooding, the Durham County SFRA identifies that the risk of tidal flooding to property within Co Durham is negligible. The impact of sea level rise as a result of climate change has been considered and it is reasonable to assume that there will be no increase in the risk of coastal flooding due to climate change. The ability of habitats and species to adapt as a result of this statement will depend upon implementation of specific development sites. Generally it can be assumed that development on greenfield sites (whilst not necessarily being of ecological importance) may reduce the range and ability of species to adapt. Green Infrastructure will be key to mitigating any such impact.</p> <p>ENV1 will clearly ensure that adaptation measures against the effects of climate change are appropriately implemented.</p>	
<b>10. To protect and enhance biodiversity and geodiversity</b>	<b>0</b>	✓	✓	Possible	Countywide	Permanent Direct Residual	<p>It is noted that the statement explains how planning applications that accord with the policies of the local Plan will be approved without delay unless material consideration indicate otherwise – i.e. the presumption in favour of sustainable development applies. As such, it is considered that there will be important policy safeguards in place to ensure that adverse impacts as a result of development are minimised where possible. However, the increased urbanisation associated with this statement is likely to have unavoidable adverse impacts on species populations to a certain extent (e.g. increase in predation, fragmentation, air pollution, vehicle collisions, increased human/wildlife proximity, disturbance, restriction of migration, etc.). Such impacts are could worsen over the plan period as the quantum of development increases unless appropriate mitigation is actioned. Although there is potential for significant adverse effects over the long-term, it is considered that Local Plan policies will ensure such impacts are avoided/ mitigated. Irrespective of mitigation it is possible that there will be adverse residual effects given the level of development proposed and the sensitives of some parts of the County.</p> <p>The principles within this statement which set the framework to help deliver sustainable development are not considered strong enough and allow potential adverse impacts on habitats and species (rare and common). As such, possible adverse impacts have been predicted, given the likely quantity and type of new development delivered as a</p>	

							<p>result of this statement.</p> <p>Principle 1 seeks to direct development to previously developed land wherever possible. However, there is no certainty that this will not result in the loss of biodiverse rich brownfield sites.</p> <p>Principle 3 ensures that new development is appropriately located, respects the natural environment and protected species as well as seeks to secure enhancements were possible. Although Principle 4 seeks to ensure new development secures environmental benefits, but this is only in relation to smaller communities and it is unclear what this would cover.</p> <p>In terms of the application of the 'presumption' recent court rulings highlight a process issue when relevant policies or legislation restrict its use (e.g. Birds and Habitats Directives). Ultimately judgements have established that it is more appropriate to consider whether any adverse impacts would significantly and demonstrably outweigh the benefits, or whether specific policies in the Framework indicate that development should be restricted. This appears to be a robust approach in this regard is particularly important for proposals in the east and west of the County where there are European designated wildlife sites and habitats which are sensitive to development (e.g. air pollution and recreational pressure).</p> <p>The statement as it stands does not mention enhancing biodiversity, and producing 'net gains' which the NPPF (paragraph 170 (d)) states should be provided. ENV1 will clearly ensure that biodiversity and geodiversity principles are appropriately implemented.</p>	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	<b>0</b>	✓	✓	Possible	Countywide	Permanent Direct Residual	<p>It is noted that the statement explains how planning applications that accord with the policies of the local Plan will be approved without delay unless material consideration indicate otherwise – i.e. the presumption in favour of sustainable development applies. As such, it is considered that there will be important policy safeguards in place to ensure that adverse impacts as a result of development will be minimised where possible. However, considering the scale of new development associated with this statement there is the potential for adverse impacts on landscape and townscape given that it will require urban extensions which will result in the loss of greenfield sites; and depending on the distribution of development this could result in</p>	



							<p>encroachment of areas of high landscape value (e.g. where the priority is to conserve) and even the green belt.</p> <p>In the short-term built out rates/completions may be such that potential adverse impacts are less significant. Over the medium- and long-term, however, effects are likely to be more significant as the quantity of development increases (including supporting infrastructure) and mitigation measures (e.g. structure planting) would not have had time to mature/ become fully-effective to screen and 'soften' development. Such impacts are could worsen over the plan period as the quantum of development increases unless appropriate mitigation is actioned. Although there is potential for significant adverse effects over the long-term, it is considered that Local Plan policies will ensure such impacts are avoided/ mitigated. Irrespective of mitigation it is possible that there will be adverse residual effects given the level of development proposed and the sensitivities of some parts of the County.</p> <p>The principles within this statement which set the framework to help deliver sustainable development are not considered strong enough and allow potential adverse impacts on the County's landscape and townscape; regardless of sensitivities, designations or important views for instance. As such, possible adverse impacts have been predicted, given the likely quantity and type of new development delivered as a result of this statement.</p> <p>Principle 3 seeks to ensure new development secures environmental benefits, but this is only in relation to smaller communities and it is unclear what this would cover. Although Principle 4 demonstrates a level of protection to rural areas, SA believes the policy should have a clearer focus on the environmental objective across the whole county. ENV1 clarifies that new development will promote and enhance the natural and built environment and its designations.</p>	
<b>12. To protect and enhance cultural heritage and the historic environment</b>	<b>0</b>	✓	✓	Possible	Countywide	Permanent Direct Residual	<p>It is noted that the statement explains how planning applications that accord with the policies of the local Plan will be approved without delay unless material consideration indicate otherwise – i.e. the presumption in favour of sustainable development applies. As such, it is considered that there will be important policy safeguards in place to ensure that adverse impacts as a result of development will be minimised where possible. However, considering the scale of new development associated with this statement and value/ diversity of the</p>	



							<p>County's historic environment, there is the potential for adverse impacts on the significance of designated and non-designated heritage assets (including their setting). In the short-term built out rates/completions may be such that potential adverse impacts are less significant. Over the medium- and long-term, however, effects are likely to be more significant as the quantity of development increases (including supporting infrastructure) and mitigation measures (e.g. structure planting) would not have had time to mature/ become fully-effective to screen and 'soften' development. Such impacts are could worsen over the plan period as the quantum of development increases unless appropriate mitigation is actioned. Although there is potential for significant adverse effects over the long-term, it is considered that Local Plan policies will ensure such impacts are avoided/ mitigated. Irrespective of mitigation it is possible that there will be adverse residual effects given the level of development proposed and the sensitivities of some parts of the County.</p> <p>The principles within this statement which set the framework to help deliver sustainable development are not considered strong enough and allow potential adverse impacts on the County's historic environment; regardless of sensitivities, designations or important views for instance. As such, possible adverse impacts have been predicted, given the likely quantity and type of new development delivered as a result of this statement.</p> <p>Principle 3 seeks to ensure new development secures environmental benefits, but this is only in relation to smaller communities and it is unclear what this would cover. Although Principle 4 demonstrates a level of protection to rural areas to help maintain the setting and significance of particular assets, SA believes the policy should have a clearer focus on the environmental objective across the whole county. ENV1 clarifies that new development will promote and enhance natural, built and historic environment and its designations as well as seeks to secure enhancements were possible.</p>	
<b>13. To protect and improve air, water and soil resources</b>	<b>0</b>	✓	✓	Possible	Countywide	Permanent Direct Residual	<p><u>Air</u>: Although the potential quantity of new development associated with this statement, it is likely that air quality (e.g. Air Quality Management Area in Durham city) will decrease unless there is a proactive approach towards mitigation. However, the statement</p>	

						<p>suggests directing development to locations that have better access to services, including public / sustainable transport options will help to reduce the need to travel by private car for residents and encourage the sustainable transportation of freight for business. A point of this statement is to focus on settlements that offer the best access to services and facilities as well as ensure that new development provides community benefits where there is a need (e.g. delivers services/ facilities). The approach will also help to minimise some aspects of new infrastructure, by ensuring housing is linked to employment. It will support safer, higher levels of pedestrian, cycling and public transport use. Nonetheless new development must ensure that linkages and permeability of new sites is convenient of high-quality, safe and attractive.</p> <p><u>Water:</u> The presence of Kielder and Cow Green Reservoir ensures that there is considered likely to be enough water to support growth associated with this statement. Any increase in additional water abstraction from the Magnesian Limestone Aquifer is likely to exacerbate existing supply issues and consultation with the Environment Agency would be required in respect of this. The Magnesian Limestone groundwater body has been classified as at poor chemical, qualitative and quantitative status. It fails good status for the Drinking Water Protected Area (DrWPA) due to nitrate and for the General Chemical Test for chloride, sodium and sulphate due to historical abstraction pressures causing saline intrusion, rebounding minewaters and natural geology. In terms of sewage infrastructure, additional investment in various parts of County Durham is likely to be required to avoid adverse impacts of growth on water quality. SuDS and new drainage systems to serve development will also be required to avoid increased run off to watercourses. In recent years, work to improve sewerage treatment capacity has been ongoing in a number of areas. Although further work will be led by Northumbrian Water, development will need careful phased alongside investment required to ensure capacity and water quality does not deteriorate.</p> <p><u>Soil:</u> The statement seeks to make the most effective use of previously developed land wherever possible. This approach is likely to help</p>	
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							<p>protect soil resources. However, given the likely scale of new development associated with this statement there is the potential for adverse impacts on soil resources as it will require urban extensions which will result in the loss of greenfield sites/ agricultural land. There is the potential for this to be good quality agricultural land (e.g. grade 3), if such extensions are to larger settlements. As such, cumulatively adverse impacts are predicted. Over the long-term there may be the potential for mitigation measures (e.g. structure planting and retention of existing mature landscape features) to help reduce the severity of such impacts and help protect soil resources. Therefore there may be possible positive medium and long-term effects.</p> <p>ENV1 clarifies that new development will protect and enhance issues around resilience, including air, water and soil resources</p>	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	?	?	?	Uncertain	Countywide	Permeant	<p>It is inevitable that domestic and commercial waste arising will increase as a result of this statement as it is seeking to encourage growth across the County; irrespective if it is for housing, employment or retail etc. However, impacts on this objective are uncertain because they will depend on how such waste arisings are managed.</p> <p>The statement has no direct link to or influence over the issues of re-using buildings, encouraging recycling or minimising the use of non-renewable resources.</p> <p>ENV1 clarifies that new development will need to take account of the sustainable use of materials.</p>	
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	<u>0</u>	<u>0</u>	<u>0</u>	Probable	Countywide	Permanent	<p>Impacts on communities of minerals working will depend on the proximity of new development to active quarry sites. Given that many such facilities are located in remote locations and the statement seeks to deliver development so more people have better access to jobs, services/ facilities, it is considered this this would be a significant issue. The Local Plan policies will also ensure any adverse impacts are either avoided or mitigated.</p> <p>The statement has no direct link to or influence over meeting any identified need for minerals, reducing the energy used in minerals extraction or ensuring efficient use of minerals resources.</p>	-

## Policy 1: Quantity of Development

SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	✓	✓✓	✓	Probable	Countywide	Direct and Permanent	<p>The figure of 24,852 new homes within the policy is in line with the new standard approach to calculating housing need which was set out for comment within the Government's 'Planning for the Right Homes in the Right Places' document and also takes account of historic rates of delivery. In addition, this approach takes into account household growth and market signals which adjust the amount of housing needed based on affordability, resulting in a higher housing need in less affordable areas. Consequently, the housing need figure for County Durham if delivered in full over the Plan period should ensure that demand does not outstrip supply to the extent that the overall affordability of housing is impacted. The steps taken to apply an upward adjustment to the housing allocated to reflect historic non-delivery rates of housing commitments also provides more certainty that housing need will be delivered over the Plan period. This is particularly important as almost two thirds of the housing needed is already committed. The non-delivery of the committed housing could therefore significantly impact upon the ability to meet housing need. Improving the certainty of meeting housing need over the Plan period will also support meeting housing need beyond it as there should be no shortfalls in supply to address from previous years.</p> <p>The quantity of employment land identified within the policy (302 ha) will also support meeting housing need as it will result in the deallocation of employment land that has not come forward for development over many years, thereby freeing the land up for other uses including housing development where it is deemed suitable.</p> <p>The inclusion of an allowance for bringing empty home back into use as part of calculating the residual for allocation may also decrease the existing number of vacant properties in County Durham.</p>	<b>SOC1: Whilst the supply of housing proposed will contribute towards overall affordability, a suitable proportion of the new housing supplied should be affordable housing and suitable for older persons.</b>
<b>2. To promote strong secure</b>	✓	✓	✓	Probable	Countywide	Direct and	<p>The approach to calculating the quantity of housing needed and the steps taken to provide greater certainty around the delivery of it will</p>	<b>SOC2: The distribution and</b>

communities						Permanent	<p>contribute positively to the maintenance and formation of mixed and cohesive communities and the ongoing viability and enhancement of community services and facilities. No adverse effects to the sustainability of communities are predicted as a result employment land deallocations resulting from the quantity of employment land needed as only sites where there is no reasonable prospect of them coming forward for employment purposes will be deallocated. This will effectively free land up for other uses which may provide community benefit.</p> <p>However, whilst overall effects are considered to be positive, the quantum of growth and its potential effects on the capacity of social infrastructure are essential considerations. The overall distribution and phasing of growth in line with adequate and timely investment in social infrastructure are key considerations.</p>	<p><b>phasing of growth in line with timely and adequate investment in social infrastructure will be key to avoiding any impacts upon existing capacity. Opportunities to enhance existing provision of social infrastructure and address any deficiencies through new development should also be sought and informed by the Infrastructure Delivery Plan.</b></p>
3. To improve education, training and life-long learning, and maintain a healthy labour market	✓	✓	✓	Probable	Countywide	Direct and Permanent	<p>The approach to calculating the quantity of housing needed and the steps taken to provide greater certainty around its delivery will contribute positively to providing homes needed by families and the working age population thereby contributing positively to sustaining pupil numbers, local schools and skills within the local workforce. Please note that the deallocation of employment land that will occur as a result of the quantity of employment land proposed is not considered to adversely affect educational and training opportunities as only sites which have no reasonable prospect of coming into use for employment purposes will be deallocated.</p> <p>Whilst overall effects are considered to be positive, the quantum of growth and its potential effects on the capacity of education and</p>	<p><b>As for SOC2</b></p>

							training infrastructure are essential considerations. The overall distribution and phasing of growth in line with adequate and timely investment in social infrastructure are key considerations.	
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Probable	Countywide	Direct and Permanent	<p>The approach to calculating the quantity of housing needed and the steps taken to provide greater certainty around its delivery will contribute positively to the overall supply of and access to decent housing and housing which is suitable for the specific needs of individuals and families within County Durham. The provision of decent and suitable housing is an important factor in addressing health inequalities and sustaining overall health and wellbeing.</p> <p>Whilst overall effects are considered to be positive, the quantum of growth and its potential effects on the capacity of healthcare, leisure and green infrastructure are essential considerations. The overall distribution and phasing of growth in line with adequate and timely investment in social infrastructure are key considerations.</p>	<b>SOC3: As for SOC2. In addition new housing should also be distributed to encourage active modes of travel.</b>
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Probable	Countywide	Direct and Permanent effects.	<p>The key factor in determining effects against this SA objective will be how the quantum of housing and employment land proposed is distributed. This matter is considered in detail in the assessment of housing and employment allocation policies and their alternatives. However, from sole consideration of the quantity of development proposed it is possible to predict positive effects. This is because the approach to calculating the quantity of housing needed and the steps taken to provide greater certainty of its delivery over the Plan period will contribute to the ongoing provision and viability of existing community services and facilities which contribute towards minimising travelling distances. The deallocation of employment land that has no reasonable prospect of coming forward is also likely to focus employment development in more marketable locations which generally have good access to the strategic road and rail network, minimising distances travelled to access these and associated larger centres of population e.g. Durham, Newton Aycliffe, Peterlee. Focusing employment towards larger centres of population will contribute towards minimising travel to work distances for a greater proportion of County Durham's local workforce.</p> <p>Whilst overall effects are considered to be positive, the quantum of growth and its potential effects on the capacity of transport</p>	<b>As for SOC2</b>

							infrastructure, including sustainable transport are essential considerations. The overall distribution and phasing of growth in line with adequate and timely investment are key considerations.	
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Probable	Within deprived areas	Direct and Permanent effects.	The approach to calculating the quantity of housing needed and the steps taken to provide greater certainty around its delivery will contribute positively to the overall supply of and access to decent housing and affordable housing which can improve living conditions and help those on lower incomes. Making an allowance for bringing empty homes back into use as part of meeting housing need may also encourage this activity which could contribute to the regeneration of areas along with the provision of new housing.	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓✓	✓✓	Probable	Countywide	Direct and Permanent effects	<p>The approach to calculating the quantity of housing needed and the steps taken to provide greater certainty around its delivery will contribute positively towards establishing and maintaining a healthy housing market which in turn supports the wider economy through for example:</p> <ul style="list-style-type: none"> <li>) Supporting the construction industry and associated direct and indirect employment;</li> <li>) Ensuring the supply of houses matches demand thereby maintaining affordability and enabling a greater proportion of incomes to be spent in the local economy</li> <li>) Increasing spend in the local economy more generally as a result of housing growth which contributes to the retention of local shops, services and associated direct and indirectly linked employment.</li> </ul> <p>Whilst the level of employment land proposed will result in net deallocations across the County this only relates to employment land that has not come forward for development for many years and is considered unlikely to ever be developed. The release of such land enables it to be used more appropriately and productively for other uses such as housing and retail which also contribute to the economy. Whilst a slightly higher employment land supply figure is proposed by the policy than that in the employment land review, it is considered that this will prevent the loss of better performing sites and undeveloped plots within existing industrial estates that currently serve a function. The approach to employment land supply and associated deallocations is also more likely to focus employment</p>	-

							growth to areas that are attractive to the market which should contribute to their longer term stability and success.	
<b>8. To reduce the causes of climate change</b>	x	x	x	Certain	Countywide and beyond	Direct and Permanent effects.	<p>Whilst the quantity of development proposed is likely to support the ongoing viability of local services and facilities and focus employment growth towards marketable areas which have good access to the strategic road and rail network and major centres of population, thereby minimising transport related emissions, net greenhouse gas emissions are likely to increase as a result of the quantity of housing development proposed. The magnitude of effects may be minimised by ensuring that:</p> <ul style="list-style-type: none"> <li>) new domestic and commercial dwellings are built to the most up to date building regulations</li> <li>) opportunities for renewable and low carbon forms of energy are sought</li> <li>) sufficient and timely investment in sustainable modes of transport alongside any necessary highways improvements is secured; and</li> <li>) Green infrastructure is incorporated within all new development.</li> </ul> <p>As discussed against SA objective 5, the overall distribution of development will also be key and this is assessed further against the relevant allocation policies.</p> <p>However, an overall net increase in greenhouse gas emissions is likely to be a residual effect of the growth proposed by the Plan.</p>	<p><b>ENV1: The magnitude of effects will be minimised by ensuring that:</b></p> <ul style="list-style-type: none"> <li>) new domestic and commercial dwellings are built to the most up to date building regulations</li> <li>) opportunities for renewable and low carbon forms of energy are sought</li> <li>) sufficient and timely investment in sustainable modes of transport alongside any necessary highways improvements is secured; and</li> <li>) green infrastructure</li> </ul>



								e is incorporated within all new development
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	x	x	x	Possible	Countywide	Direct and permanent effects	The key factor in determining effects and their magnitude against this SA objective will be how the residual quantum of housing for allocation and employment allocations to meet the quantity proposed are distributed in relation to areas of flood risk. This matter is considered in detail in the assessment of housing and employment allocation policies and their alternatives. However, from sole consideration of the quantity of development proposed it is possible to predict negative effects as the delivery of development against it is likely to increase levels of hardstanding and associated run off which can contribute to flood risk in extreme weather events. In order to offset and minimise effects the incorporation and management of appropriate SuDS and green infrastructure within new development will be key.	<b>ENV2: The distribution of housing should avoid areas of flood risk. In addition, ensure appropriate sustainable urban drainage and green infrastructure is incorporated and managed within new housing schemes to ensure that surface water runoff rates do not exceed present levels. In determining appropriate types of SuD and green infrastructure, regard should be given to potential in combination effects and measures proposed with existing commitments.</b>

<b>10. To protect and enhance biodiversity and geodiversity</b>	x	x	xx	Possible	Countywide	Direct and permanent effects	<p>The key factor in determining effects and their magnitude against this SA objective will be how the residual quantum of housing for allocation and employment allocations to meet the quantity proposed are distributed in relation to areas of high ecological and geological value. This matter is considered in detail in the assessment of housing and employment allocation policies and their alternatives. However, from sole consideration of the quantity of development proposed it is possible to predict negative effects as the delivery of development against it is likely to result in the removal of habitat and increase urbanisation effects such as noise and disturbance. Levels of harm could potentially be offset or minimised by ensuring that all new development provides net gains in biodiversity and contributes towards the coherence of wildlife networks in County Durham. Strategic avoidance and mitigation measures identified through the HRA of the Plan should also be implemented.</p>	<b>ENV3: The distribution of new housing should avoid areas of high ecological value and provide net gains in biodiversity.</b>
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	x	x	x	Probable	Countywide	Direct and permanent effects	<p>The key factor in determining effects and their magnitude against this SA objective will be how the residual quantum of housing for allocation and employment allocations to meet the quantity proposed are distributed in relation to areas of high landscape value. This matter is considered in detail in the assessment of housing and employment allocation policies and their alternatives. However, from sole consideration of the quantity of development proposed it is possible to predict negative effects overall.</p> <p>Whilst the quantity of development proposed can have positive effects against this SA objective in relation to:</p> <ul style="list-style-type: none"> <li>- meeting housing need will support the ongoing vitality and viability of town centres and settlements;</li> <li>- bringing empty homes back into use as part of meeting housing need;</li> <li>- contributing towards the regeneration of areas; and</li> <li>- Focusing employment growth towards more marketable areas as a result of deallocations where effects on landscape character can be better managed as opposed to continuing a more disparate approach to the development of employment land.</li> </ul> <p>It is considered probable that the scale of growth will have some</p>	<b>ENV4: Adverse effects can be minimised by ensuring that the use of brownfield and degraded land is maximised and by ensuring that the scale, density and design of new development reflects local distinctiveness and character.</b>

							<p>adverse effects upon existing landscape character. For example, delivering against the growth required is likely to necessitate the extension of some settlements into open countryside and the provision of supporting infrastructure.</p> <p>Adverse effects can be minimised by ensuring that the use of brownfield and degraded land is maximised and by ensuring that the scale, density and design of new development reflects local distinctiveness and character.</p>	
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	x	x	x	Probable	Countywide	<p>Direct and indirect</p> <p>Potential for permanent effects.</p>	<p>The key factor in determining effects and their magnitude against this SA objective will be how the residual quantum of housing for allocation and employment allocations to meet the quantity proposed are distributed in relation to the historic environment and heritage assets. This matter is considered in detail in the assessment of housing and employment allocation policies and their alternatives. However, from sole consideration of the quantity of development proposed it is possible to predict the potential for negative effects overall.</p> <p>Whilst in respect of delivering against the quantity of housing needed an allowance has been made for bringing empty homes back into use which can contribute positively to conserving and enhancing existing buildings and heritage assets and their impact upon local distinctiveness, the quantum of development proposed is likely to lead to some degree of harm to significance. Whilst the complete loss of heritage assets are not envisaged, the wealth of historic assets within County Durham is such that new development and associated infrastructure is likely to occur within the setting of these.</p>	<b>ENV5: New development and associated infrastructure should be distributed and designed to avoid causing substantial harm to heritage and to minimise less than substantial harm. Where possible new development should contribute towards reducing the number of heritage assets in County Durham at risk.</b>
<b>13. To protect and improve air, water and soil resources</b>	x	x	x	Probable	Countywide	<p>Direct</p> <p>Potential for permanent effects.</p>	<p>Whilst positive effects are predicted against reducing the need to travel, the quantity of development is likely to increase traffic volumes and overall associated emissions to air. Whilst the deallocation of employment land may contribute towards safeguarding it from development where it is not suitable for other uses, the residual</p>	<b>ENV6: The overall distribution and phasing of growth in line</b>

							quantum of housing for allocation whilst making use of some brownfield land will also result in the loss of greenfield land, a proportion of which may be best and most versatile agricultural land. The delivery of the quantity of development proposed will also increase water consumption.	<b>with adequate and timely investment in transport infrastructure, including sustainable transport and waste water infrastructure will help to minimise adverse effects. The design of development should also minimise water consumption. New development within air quality management areas should also contribute towards actions identified within air quality action plans. However, an overall increase in emissions, water consumption and loss of land to development are residual effects.</b>
<b>14. To reduce waste and encourage the</b>	x	x	x	Probable	Countywide	Direct Potential for	Whilst making an allowance for bringing empty homes back into use as part of meeting the overall levels of housing growth proposed in	<b>ENV7: Support and encourage the use of</b>

<b>sustainable and efficient use of materials</b>						permanent effects.	the policy will contribute towards the efficient use of resources, the growth proposed and associated increase in population is considered likely to increase waste arising's associated both with the construction and habitation of new development in the County	<b>recycled and secondary materials in the construction of new housing and associated infrastructure. Ensure the design of new housing allows easy access and use of waste and recycling facilities.</b>
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	x	x	x	Probable	Countywide	Direct Potential for permanent effects.	Whilst making an allowance for bringing empty homes back into use as part of meeting the overall levels of housing growth proposed in the policy will contribute towards the efficient use of resources, the proposed levels of growth will directly increase the need for and use of minerals.	<b>As for ENV7</b>

### Policy 2: Employment Land Allocations

SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with</b>	<b>0</b>	<b>0</b>	<b>0</b>	Probable	Countywide	Permanent Direct	As this policy intent is to allocate, safeguard and protect employment, any impacts relating to this objective will be minor as a result.	-

the opportunity to live in a decent and affordable home						Indirect	<p>However, criteria a-b in the policy seeks to restrict the development of employment allocations or protected employment sites for non-employment uses (e.g. housing). This potentially could have a negative impact if insufficient levels of housing, and indeed affordable housing, is delivered through the housing policies. This is nevertheless considered unlikely due the evidence and justification which supports the housing allocations policy. Furthermore, where employment land has little prospect of being developed, the policy allows other types of development, which includes housing, on identified sites as long as it is compliant with other Plan policies. As such there is the potential for indirect benefits against this objective, but again overall impacts are likely to be minor.</p>	
2. To promote strong, secure communities	✓	✓	✓	Possible	Countywide	Permanent Direct Indirect	<p>The allocations detailed in this policy are likely to increase road traffic (potentially including HGV traffic) over the long term if built out. Therefore, there is the potential for communities to be adversely effected in terms of safety and severance. However, the majority of the proposed allocations are supported by easy access to the strategic and major transport network (e.g. road and rail), which would likely mean that any increase in traffic bypasses communities. (SOC1 &amp; 2). The small scale of some of the proposed allocations (e.g. undeveloped plots of existing industrial estates and minor extensions), the locations of sites (i.e. industrial estates at a distance from residential areas), the dispersed nature of allocations associated with existing employment sites across the County, as well as their relationship to the strategic/ main road network is also likely to help mitigate any potential adverse impact on communities as a result of increased vehicle movements (volume and frequency).</p> <p>The employment generated from these sites could help to promote strong, secure communities by providing employment across the county; which indirectly may help to reduce crime/ fear of crime and anti-social behaviour.</p> <p>Specifically in relation to Forrest Park, if a major rail freight interchange is developed at this site as suggested possible by the supporting text, this would significantly reduce community impacts from HGVs relating to this site (i.e. moving freight to rail and sea in addition to strategic road network).</p>	-

							<p>To ensure that the traffic associated with the new businesses does not have unacceptable impacts on the existing road network traffic modelling has been undertaken. This indicates that a number of highways improvements are required. The priorities for investment are including the Funding Schedule of the Infrastructure Delivery Plan (2018). It is also recognised that in order to gain planning permission the larger scale employment allocations have been subject to the necessary transport assessments and proposals sufficiently address potential highways impacts.</p> <p>Following the Preferred Options stage mitigation measures were suggested that would help aid the positive effects this policy would have on this objective. Thus, it is important to note that other policies within the plan will help aid and reduce of impact of, for example, the movement of traffic/ freight and any significant increase in traffic generated by the development of proposed sites and would address through appropriate measures to minimise the potential adverse impact on communities - e.g. in accordance with the NPPF applications for larger employment sites must take traffic impacts into account at the earliest opportunity and be supported by a Transport Assessment and Travel Plan. Therefore whilst the policy has the potential to have adverse impacts, the plan should be read as a whole. In addition any new development, improvements to public transport, cycling, and pedestrian accessibility (i.e. Improving frequency and reliability of bus services, developing cycleways, footpaths, and multi-user routes) will occur where appropriate. This will ensure that accessibility is improved and alternative modes of transport can be used, which will help to reduce the reliance on cars.</p>	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓✓	Probable	Countywide	Permanent Direct Residual	<p>Considering the amount and potential range of employment opportunities generated by the proposed general (i.e. B1, B2 and B8 uses) as well as specific use (i.e. NETPark, B1 uses and specifically Research and Development) employment allocations, it is likely that there will be an associated increase in the quantity and quality of training opportunities. As the quantum of development increases, the positive effects are likely to become more significant in the longer term. Such training opportunities are vital to enable people access to work and develop careers.</p> <p>Overall access to such opportunities is likely to be good as most</p>	-

							<p>proposed sites are located within or in close proximity to larger settlements or industrial estates that will have established public transport links or there is the potential to improve them. Good accessibility is also likely to be either maintained or improved by the fact that the proposed distribution of housing broadly complements the employment distribution (i.e. higher levels of housing and employment are proposed for the same monitoring areas).</p> <p>Protecting existing employment sites and restricting the redevelopment of employment sites for non-employment uses (e.g. housing), unless it can be demonstrated that such a use can no longer be sustained, is also likely to have a positive impact by safeguarding existing training opportunities.</p> <p>There is also the potential for certain sites to help raise educational and employment aspirations (e.g. Aykley Heads, Integra 61, NETPark, Merchant Park, Forrest Park and Jade Park).</p> <p>In addition, with any development, improvements to public transport, cycling, and pedestrian accessibility (i.e. Improving frequency and reliability of bus services, developing cycleways, footpaths, and multi-user routes) should occur where appropriate. This will ensure that accessibility is improved and alternative modes of transport can be used, which will help to reduce the reliance on cars, helping people access these education and/or training facilities.</p>	
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Possible	Countywide	Permanent Direct	<p>Creating a range of employment and training opportunities which have good accessibility via public transport or there is potential for improvements has the potential to reduce health inequalities. By enabling those currently unemployed to gain training/ employment has the potential to improve both their physical and mental health through social interaction, providing a more structured daily routine as well as travelling to work/ being more active. It is therefore considered possible that sites associated with this policy will have a positive effect in this regard; particularly in the longer term, as the quantity of development increases. In addition any new development, improvements to public transport, cycling, and pedestrian accessibility (i.e. Improving frequency and reliability of bus services, developing cycleways, footpaths, and multi-user routes) would occur where appropriate. This will ensure that accessibility is improved and</p>	



							<p>alternative modes of transport can be used, which will help promote healthy lifestyles.</p> <p>Due to the size and location of some of the proposed sites, there is potential to improve and create more viable public transport services as well as promoting 'greener' and active modes of transport, by making improvements to the local network of walkways, cycleways, and multi-user routes. This is of particular importance in areas of low car ownership.</p> <p>A more reliable public transport network is also important for resident's mental health, particularly the young and mobility impaired, which can reduce social isolation. It is advised that opportunities are taken, where ever possible, to improve and increase viability of public transport services as well as to promote healthier modes of transport by further developing and promoting the local network of walkways, cycleways, and multi-user routes, which several of the existing industrial estates have (e.g. Newton Aycliffe).</p> <p>The small scale of some of the proposed allocations (e.g. undeveloped plots of existing industrial estates and minor extensions), the locations of sites (i.e. industrial estates at a distance from residential areas), the dispersed nature of allocations associated with existing employment sites across the County, as well as their relationship to the strategic/ main road network is also likely to help mitigate any potential adverse impacts in terms of air quality and human health as a result of increased vehicle movements (volume and frequency). The policy will not influence the quality or quantity of healthcare provision.</p> <p>Following the Preferred Options stage mitigation measures were suggested that would help aid the positive effects this policy would have on this objective. Thus, it is important to note that other policies within the plan will help aid and reduce of impact of, for example, the movement of traffic/ freight and any significant increase in traffic generated by the development of proposed sites and address through appropriate measures to minimise the potential adverse impact on communities and mental health.</p>	
<b>5. To reduce the</b>	✓	✓	✓	Possible	Countywide	Permanent	There are locational advantages of many of the proposed allocations	-

<p><b>need to travel and promote use of sustainable transport options</b></p>					<p>Direct Residual</p>	<p>and safeguarded sites with regards proximity to larger settlements, public transport options and the strategic/ major transport network. This is important in being able to reduce the need to travel and encourage the use of sustainable modes of transport.</p> <p>Overall access to employment and associated training opportunities is likely to be good as most proposed sites are located within or in close proximity to larger settlements or industrial estates that will have established public transport links or there is the potential to improve them depending on design. Due to the size and location of some of the proposed sites, there is potential to improve and create more viable public transport services as well as promoting 'greener' and active modes of transport, by making improvements to the local network of walkways, cycleways, and multi-user routes.</p> <p>Good accessibility is also likely to be either maintained or improved by the fact that the proposed distribution of housing broadly complements the employment distribution (i.e. higher levels of housing and employment are proposed for the same monitoring areas).</p> <p>In relation to the Forrest Park site, if a major rail freight interchange is developed as suggested possible by the supporting text, there is also the potential to promote the movement of good from road to rail community impacts from HGVs relating to this site (i.e. moving freight to rail and sea in addition to strategic road network). This may help to provide long-term benefits if delivered, but there is a degree of uncertainty as to whether this will happen.</p> <p>However, the likelihood and significant of such positive effects are will be reduced by the likely increase in the number of vehicle movements/ trips generated by the new employment land and increase in the overall quantity of jobs created across the county. Positive effects are also reliant on the success of sustainable transport improvements in supporting a modal shift.</p> <p>In addition, following other policies within the plan, with any development, improvements to public transport, cycling, and pedestrian accessibility (i.e. Improving frequency and reliability of bus services, developing cycleways, footpaths, and multi-user routes) would occur, where appropriate. This will ensure that accessibility is</p>	
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							improved and alternative modes of transport can be used, which will help to reduce the reliance on cars and promote sustainable transport options.	
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓✓	Probable	Countywide	Permanent Direct Indirect Residual	<p>Overall this policy is likely to have a positive impact on deprivation by reducing unemployment given that its intent is to protect and support local employers/ economic markets as well as encourage/ secure inward investment in regional/ international markets in order to 'rebalance' the County's economy and make it more resilient.</p> <p>Enabling some of the smaller industrial estates across the County to expand their operations is likely to have a positive effect by providing and safeguarding local jobs. Even though allocations and safeguarded land is for B1, B2 and B8 uses only, the policy is still likely to create/ safeguard a wide range of employment and training opportunities (e.g. sectors, skills-levels, etc.). For instance, from local lower skilled general industrial jobs to highly skilled professional jobs in the research and development sector. This is also supported by the potential mixed use development that could come forward in relation to Project Genesis.</p> <p>A high job density will not only help to reduce unemployment, the range of opportunities is also likely to support those on lower incomes and/ or experiencing deprivation and encourage higher incomes/ greater career aspirations.</p> <p>Employment development proposed for South, East and North West Durham are also likely to have a more significant positive impact, as these areas, are comparatively more economically deprived than Durham City, Central and West Durham.</p> <p>Overall access to such opportunities is likely to be good as most proposed sites are located within or in close proximity to larger settlements or industrial estates that will have established public transport links or there is the potential to improve them. Good accessibility is also likely to be either maintained or improved by the fact that the proposed distribution of housing broadly complements the employment distribution (i.e. higher levels of housing and employment are proposed for the same monitoring areas). With any development, as suggested by other policies within the plan, improvements to public</p>	-

						<p>transport, cycling, and pedestrian accessibility (i.e. Improving frequency and reliability of bus services, developing cycleways, footpaths, and multi-user routes) would occur, where appropriate. This will ensure that accessibility is improved and alternative modes of transport can be used. Access by public transport is particularly important for those on lower incomes who may not have access to a car.</p> <p>Protecting existing employment sites and restricting the redevelopment of employment sites for non-employment uses (e.g. housing), unless it can be demonstrated that such a use can no longer be sustained, is also likely to have a positive impact by safeguarding existing employment opportunities.</p> <p>The ELR identified a number of existing employment sites currently in use that are not necessary to protect (e.g. high vacancy rates, low demand or large areas of the site have already been lost to alternative uses such as housing). Arguably this could have adverse social effects in terms of not safeguarding jobs that support those on lower incomes (i.e. jobs in low demand areas). The supporting text nonetheless confirms that the redevelopment of such non-protected employment sites must be in accordance with other Plan policies and any jobs on site must be successfully relocated. Given the quantity and range of employment opportunities to be created/ safeguarded across the County as a result of this policy, this specific point is not considered a significant risk or one that would outweigh the other identified benefits. Ultimately it is considered that there is potential for significant positive effects over the long-term (residual) as the quantity of development increases over the Plan period.</p>	
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓✓	✓✓	✓✓	Certain	Countywide	<p>Permanent Direct Indirect Residual</p> <p>In accordance with the quantitative and qualitative evidence of the County Durham ELR (2018), this policy will contribute towards meeting the need for more and better jobs in County Durham. It will help to growth and sustain a more resilient economy. The ELR (2018) assessed all employment sites across the county together with sites put forward as part of the 'Call for Sites' against a range of criteria to give an indication of the relative strengths and limitations of these sites. This combined with detail market analysis which identified the key market areas and their comparative demand for B1, B2 and B8 uses has informed the allocations and land safeguarded for employment</p>	-

						<p>uses in this policy. This approach provides a greater degree of certainty that employment land and associated jobs will be delivered as intended.</p> <p>Overall this policy intends to protect and support local employers/ economic markets as well as encourage/ secure inward investment in regional/ international markets in order to 'rebalance' the County's economy and make it more resilient. This is considered to be sustainable approach and one that will maximise the county's economic strengths.</p> <p>Although some employment sites are likely to play a more significant role than others due to their scale and influence (e.g. Merchant Park, Forest Park, Aykley Heads, and Integra 61), this policy will overall raise educational and employment aspirations across the county, and even potentially beyond.</p> <p>Protecting existing employment sites and restricting the redevelopment of employment sites for non-employment uses (e.g. housing), unless it can be demonstrated that such a use can no longer be sustained, is also likely to have a positive impact by safeguarding existing employment opportunities.</p> <p>The range of employment opportunities created by this policy may also encourage people, particularly young people and graduates, to stay to work/ live in County Durham. This is an important factor in supporting the long-term prosperity of the county. Associated training opportunities are also likely to improve the skills base of the county's workforce.</p> <p>As all of the proposed sites are either extensions to existing employment sites/ industrial estates or are strong links with nearby employment development, there are likely to be mutual collocation benefits for businesses. Development could also encourage the use of local labour and goods.</p> <p>Overall access to such opportunities is likely to be good as most proposed sites are located within or in close proximity to larger settlements or industrial estates that will have established public transport links or there is the potential to improve them. Good</p>	
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					<p>accessibility is also likely to be either maintained or improved by the fact that the proposed distribution of housing broadly complements the employment distribution (i.e. higher levels of housing and employment are proposed for the same monitoring areas).</p> <p>The ELR identified a number of existing employment sites currently in use that are not necessary to protect (e.g. high vacancy rates, low demand or large areas of the site have already been lost to alternative uses such as housing). Arguably this could have adverse economic effects, but the supporting text confirms that the redevelopment of such non-protected employment sites must be in accordance with other Plan policies and any jobs on site must be successfully relocated.</p> <p>To ensure that the traffic associated with the new businesses does not have unacceptable impacts on the existing road network traffic modelling has been undertaken. This indicates that a number of highways improvements are required. The priorities for investment are including the Funding Schedule of the Infrastructure Delivery Plan (2018). It is also recognised that in order to gain planning permission the larger scale employment allocations have been subject to the necessary transport assessments and proposals sufficiently address potential highways impacts.</p> <p>In addition, development of employment sites for other uses is further restricted and needs to meet Criteria a-b. In the case where there is documented evidence of unsuccessful active marketing for employment use with at least one recognised commercial agent at local market levels, over a continuous period of at least 12 months for a the change of use of a property and 5 years for the development of a plot of land, the development would be permitted. This further preserves land for employment, to develop a sustainable and diverse economy with high levels of employment.</p> <p>Following the Preferred Options stage mitigation measures were suggested that would help aid the positive effects this policy would have on this objective. Thus, it is important to note that other policies within the plan will help aid and reduce of impact of, for example, the movement of traffic/ freight and any significant increase in traffic generated by the development of proposed sites and address through</p>	
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							appropriate measures to minimise the potential adverse impact on communities.	
<b>8. To reduce the causes of climate change</b>	X	X	✓/x	Probable	Countywide	Permanent Direct Residual	<p>The development of the total quantity of employment land proposed over the Plan period and beyond will consume significant amounts of energy and resources in construction and operations; and therefore release greenhouse gas emissions.</p> <p>This is irrespective of new development being required to meet current building standards as well as adopt sustainable design and construction principles in accordance with other Plan policies, which will help to minimise energy consumption during construction and operation. Although there are opportunities to encourage sustainable modes of transport for employees and freight (e.g. walking, cycling, bus, rail as well as potential for rail freight interchange at Forrest Park), which will help to mitigate the increase in vehicle movements, an increase in vehicle related emissions and therefore adverse impacts is still considered possible.</p> <p>Due to the size and location (i.e. extension of existing employment sites or in/ adjacent to larger towns) of some of the proposed allocations (e.g. Merchant Park and Forrest Park adjacent to Newton Aycliffe Industrial Estate), there may be opportunities to harness the benefits of renewable energy, which would help to mitigate the potentially considerable energy demand of development (heat and electricity).</p> <p>Protecting existing employment sites will have no impact on this objective. The development of existing employment sites for other uses (e.g. housing) and development associated with Project Genesis must be determined against other relevant Local Plan policies; and therefore impacts are considered to be minor as this will enable adverse impacts to either be avoided or mitigated.</p> <p>Following the Preferred Options stage mitigation measures were suggested that would help aid the positive effects this policy would have on this objective. Thus, it is important to note that other policies within the plan will help and encourage the incorporation of renewable energy technologies into new employment development; particularly where there is potential for significant benefits considering the scale,</p>	-

							use and location of development. Developers should be encouraged to carry out feasibility studies to assess which forms of renewable energy best suit specific sites. Therefore whilst the policy has the potential to have adverse impacts, the plan should be read as a whole.	
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓/x	✓/x	✓/x	Probable	Countywide	Permanent Direct Indirect	<p>According to the SFRA (2018) the majority of proposed employment sites do not have any significant surface water flooding issues. Moreover considering the scale of many of the proposed allocations (e.g. infill of undeveloped plots on existing industrial estates) there is unlikely to be a significant increase in the amount of hardstanding in certain areas, which would increase surface water run-off. Evidence nonetheless demonstrates that some of the employment allocations and safeguarded land are at high risk from flooding as they are either in or adjacent to Flood Zones 2 or 3 (a &amp; b). The most notable of which are Integra 61, Merchant Park and Forrest Park sites. These sites have, however, got planning permission and so the applicant/ developer has had to take a 'sequential approach' to flood risk and carry out the necessary site-specific flood risk assessments. It is therefore considered that the risk of flooding has been addressed with appropriate mitigation measures to be incorporated into the site design approved (e.g. extent of hard-standing, SUDS, Green Infrastructure, green roofs, culverting etc.). Where there remains some risk of surface water flooding on sites which are yet to receive planning permission, impacts are considered to depend on implementation.</p> <p>In terms of enabling habitats or species of ecological importance to adapt to climate change, some of the proposed sites are currently agricultural land, which is extensive across County Durham. As a result it is not deemed imperative that these sites are left undeveloped in order to allow species to adapt to climate change. The location of proposed new development in relation to Natura 2000 sites is also unlikely to restrict the movement of qualifying habitats and species due to distance. Any proposals for the development of existing employment sites for other uses could have positive or negative impact in terms of adapting to climate change</p> <p>The impacts with regards resilience in terms of other extreme weather events (e.g. heatwaves and storm conditions), the impacts will depend on the scale and design of new development. On balance, it is considered that overall impacts will depend on implementation.</p>	-



10. To protect and enhance biodiversity and geodiversity	X	X	X	Possible	Countywide	Permanent Direct Indirect Residual	<p>Overall there is the potential for this policy to have an adverse impact on biodiversity (i.e. international, national and local protected habitats and species). Impacts are likely to be driven by various factors: e.g. area loss of greenfield sites; impacts from construction/ operations of sites; proximity to designated site or known presence of protected species; and increased in traffic and associated air pollutants on particular routes. This is primarily because of the overall quantity of employment land proposed as well as location and scale of specific sites.</p> <p>Although the majority of the general employment site allocations relate to undeveloped plots on existing employment sites, some specific potential significant impacts on designated wildlife sites and protected habitats/ species in relation to the following sites have been identified:</p> <ul style="list-style-type: none"> <li>- <u>Forrest Park</u>: there are recordings of Great Crested Newts on site in Cumby Pond (LWS).</li> <li>- <u>Greencroft</u>: The site is surrounded by Greencroft and Langley Moor SSSI &amp; CWS. Recordings of great-crested newts on site.</li> <li>- <u>Stella Gill</u>: Adjacent to Whitehall Woods CWS.</li> </ul> <p>It is also noted that several of the allocated and safeguarded sites entail the significant loss of greenfield land; some of which are likely to have mature landscape features providing habitats for protected species. These are:</p> <ul style="list-style-type: none"> <li>) Integra61 (Central Durham): 44.25 ha allocated and 61.95 ha safeguarded for future expansion beyond the Plan period</li> <li>) Forrest Park (South Durham): 50.85 ha allocated</li> <li>) Jade Park (East Durham): 18.85 has allocated</li> <li>) NETPark (South East Durham): 13.5 ha allocated and 17.69 ha safeguard for future expansion beyond the Plan period.</li> </ul> <p>However, the likelihood of adverse impacts has been reduced given the potential for good masterplanning, high-quality design and specific measures to help avoid/ mitigate such impacts. It is also recognised that for the larger scale site proposals, various site specific environmental assessment will have informed decision-making/ detailed designs to date. At the Preferred Options stage of assessment, the SA informed that although informed by environmental</p>	-
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						<p>site assessments good masterplanning of larger proposed sites is required (e.g. NETPark, Forrest Park, Jade Park and Integra 61) to enable the impact, particularly over the long-term, on habitats/ species to be minimised and enhanced where possible. Green infrastructure/habitat creation will take a significant period to mature (10 years +), and so it is advised that development is phased to enable it to provide adequate screening of development as well as provide for new habitats.</p> <p>Given the sensitivity of the Durham Coast in biodiversity terms (i.e. Durham Coast SAC and Northumbria Coast SPA) the potential for significant adverse impacts were considered possible. However, such impacts have been screened out on the basis that employees of Jade Park, only new site to be allocated, are unlikely to make a trip to the coast on their lunch break given the distances involved (over 5km).</p> <p>Protecting existing employment sites will have no impact on biodiversity. The development of existing employment sites for other uses (e.g. housing) and development associated with Project Genesis must be determined against other relevant Local Plan policies; and therefore impacts are considered to be minor as this will enable adverse impacts to either be avoided or mitigated.</p>		
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	X	✓/×	XX	Possible	Central, South and South East Durham	Permanent Direct Residual	<p><u>Landscape</u>: Due to the size and location to the majority of proposed employment allocations landscape impacts are considered unlikely or negligible (i.e. undeveloped plots on exiting industrial estates); and therefore classified as 'urban' in the County Durham Landscape Character Assessment (CDLCA), which is the least sensitive classification in landscape terms. Moreover in the case of some sites (e.g. where it is an extension to an existing industrial estate), development is compatible and a logical consolidation. However, adverse impacts are considered possible in relation to some of the allocated and safeguarded sites; primarily due to their scale and/or landscape sensitivity. For instance, the following sites are either in-part or fully covered by a 'conserve' landscape designation in the CDLCA, which is the most sensitive category in landscape terms:</p> <ul style="list-style-type: none"> <li>) Integra61 (Central Durham): 44.25 ha allocated and 61.95 ha safeguarded for future expansion beyond the Plan period.</li> <li>) Forrest Park (South Durham): 50.85 ha allocated.</li> </ul>	-

						<p>J NETPark (South East Durham): 13.5 ha allocated and 17.69 ha safeguard for future expansion beyond the Plan period.</p> <p>The geographic scale of impacts identified reflect this.</p> <p>The development of some sites will entail a fundamental change in the development footprint (i.e. from rural/ agricultural use to employment land/ urban). As such, the potential for significant adverse residual effects has been identified considering the potential timescales of the delivery of safeguarded land for Integra 61 and NETPark (i.e. beyond the plan period). In addition, development of employment sites for other uses is further restricted and needs to meet Criteria a-b. In order for employment land to be developed into a site for other uses there has to be documented evidence of unsuccessful active marketing for employment use with at least one recognised commercial agent at local market levels, over a continuous period of at least 12 months for a the change of use of a property and 5 years for the development of a plot of land. Therefore this could mean undeveloped employment sites could be vacant for a period of time without any development occurring, which could have a negative impact on the quality and character of the landscape. The likelihood of adverse impacts has nonetheless been reduced given the potential for good masterplanning and high-quality design to help mitigate such impacts on a site-specific level. It is also recognised that for the larger scale site proposals, various site specific environmental assessment will have informed decision-making/ detailed designs to date. Given the timescales of development and the potential for green infrastructure etc. to help mitigate landscape impacts, possible adverse impacts have been identified over the short-term and a combination of positive and negative impacts over the medium-term.</p> <p><u>Townscape:</u> No/ minor impacts due to location of proposed sites in relation to nearby townscape (i.e. within/ extensions to existing industrial estates or detached).</p> <p>Protecting existing employment sites will have no impact on townscape or landscape. The development of existing employment sites for other uses (e.g. housing) and development associated with Project Genesis must be determined against other relevant Local</p>	
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							Plan policies; and therefore impacts are considered to be minor as this will enable adverse impacts to either be avoided or mitigated.	
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓/x	✓/x	✓/x	Probable	Countywide	Direct Permanent	<p>Due to the size and location to the majority of proposed employment allocations historic environment impacts are considered unlikely or negligible (i.e. undeveloped plots on exiting industrial estates); and therefore not a constraint on development. This is even the case for proposed allocations to Durham City, where impacts could potentially be severe given the significance of assets (e.g. WHS, Conservation Area, setting and other designated and non-designated assets etc.). However the supporting text states where a site may impact on a heritage asset a separate assessment is made, which could help reduce the impact on a heritage site or setting. This would likely include an evaluation to determine presence/absence of archaeology and its significance.</p> <p>However, overall impacts are considered to depend on implementation (i.e. scale, massing, and design of new development). This is because there is potential for both positive and negative impacts on designated and non-designated assets and their setting.</p> <p>The proposed allocation and extensive site safeguarded in relation to Integra 61 could impact on the setting of TurSDale House (Grade II) as well as several Conservation Areas (e.g. Bowburn, Hett, and Sunderland Bridge). Potential impact over the longer term will be determined by implementation/ site design: good masterplanning could mitigate and/ or improve and enhance the local landscape/ historic environment.</p> <p>Considering the size and location of some sites that are on greenfield land (e.g. Integra 61, Meadowfield, NETPark, and Forrest Park) there is also the potential for adverse impact on non-designated assets – i.e. archaeological assets.</p> <p>Any proposals for the development of existing employment sites for other uses and those related to Project Genesis could have positive or negative impacts on the historic environment. Applications must be determined against other relevant Local Plan policies, and so impacts are considered to be minor as this will enable adverse impacts to either be avoided or mitigated.</p>	-

							At the Preferred Options stage of assessment, the SA informed that although informed by environmental site assessments good masterplanning of larger proposed sites is required (e.g. NETPark, Forrest Park, Jade Park and Integra 61) to enable the impact, particularly over the long-term, on habitats/ species to be minimised and enhanced where possible. Green infrastructure/habitat creation will take a significant period to mature (10 years +), and so it is advised that development is phased to enable it to provide adequate screening of development as well as provide for new habitats.	
<b>13. To protect and improve air, water and soil resources</b>	✓/x	✓/x	X	Probable	Countywide, but also Central, South, East and South East Durham	Permanent Direct Residual	<p><u>Air:</u> Air quality may be adversely affected by development associated with this policy as it is likely to increase road traffic locally and potentially countywide due to the total increase in development and the proposed uses (e.g. B1, B2, B8 uses as well as housing and other ancillary facilities such as hotels, crèches, etc.). Significant trip generation is more likely from the larger sites compared the majority of allocations on undeveloped plots on existing industrial estates. In County Durham air quality is only an issues in Durham City where an AQMA is designated in the city centre. This policy does allocate 10.91 ha of employment land to Durham City and 26.67 ha to Meadowfield Industrial Estate (on edge of Durham City). Nevertheless proximity to the city centre and its sustainable transport options in conjunction with the emerging Durham City Sustainable Transport Delivery Plan is considered to help mitigate any adverse impacts on the AQMA. Overall, air quality impacts are considered to depend on implementation as how sites operate, their specific use as well as their location will determine air quality impacts. Development of existing employment sites for other uses (e.g. housing) could also either increase or reduce traffic levels.</p> <p><u>Water:</u> According to the SFRA (2018) the majority of proposed employment sites do not have any significant surface water flooding issues. According to the Water Cycle Study (2018) there are also no waste water capacity issues that may affect water quality in relation to sites. Moreover considering the scale of many of the proposed allocations (e.g. infill of undeveloped plots on existing industrial estates) there is unlikely to be a significant increase in the amount of hardstanding in certain areas, which would increase surface water run-off. Evidence nonetheless demonstrates that some of the employment allocations and safeguarded land are at high risk from flooding as they</p>	-

						<p>are either in or adjacent to Flood Zones 2 or 3 (a &amp; b). This may mean that there is an adverse impact on surface/ ground water quality, infiltration rates, and run-off. However, in accordance with NPPF (para 100 of 2012 draft) a sequential risk-based approach has been taken with regards allocations and safeguarded land and their flood risk/ potential impact on water quality. Proposals in the emerging County Durham Water Cycle Study also confirm that any water consumption/ abstraction cause by the development can be mitigated. Overall impact is likely to be depended upon how sites operate and what site restrictions are imposed to manage potential impact on water resources.</p> <p><u>Soil</u>: Overall a significant amount of land is required to accommodate the proposed allocations (i.e. 304.85 ha) across the County. The majority of allocations are undeveloped plots on existing industrial estates (some comparatively small in scale) and so would not result in the loss of high-quality soils or land in agricultural use. However, several larger allocations and land safeguarded for employment uses beyond the Plan period will result in the loss of extensive greenfield sites of good-quality agricultural land (Grade 3a or 3b): i.e. Integra61, Forrest Park, Jade Park and NETPark. Structure planting, along the lines of what already exists (i.e. mixed woodland, and hedgerows) would help to mitigate against this loss and protect soil resources. However, due the scale and location of these sites adverse (residual) effects have been identified.</p> <p>Protecting existing employment sites will have no impact resources. The development of existing employment sites for other uses (e.g. housing) and development associated with Project Genesis must be determined against other relevant Local Plan policies; and therefore impacts are considered to be minor as this will enable adverse impacts to either be avoided or mitigated.</p> <p>Following the Preferred Options stage mitigation measures were suggested that would help aid the positive effects this policy would have on this objective. Thus, it is important to note that other policies within the plan will help aid and reduce of impact of, for example, the movement of traffic/ freight and any significant increase in traffic generated by the development of proposed sites and address through</p>	
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							<p>appropriate measures to minimise the potential adverse impact on communities</p> <p>Further, at the Preferred Options stage of assessment, the SA informed that although informed by environmental site assessments good masterplanning of larger proposed sites is required (e.g. NETPark, Forrest Park, Jade Park and Integra 61) to enable the impact, particularly over the long-term, on habitats/ species to be minimised and enhanced where possible. Green infrastructure/habitat creation will take a significant period to mature (10 years +), and so it is advised that development is phased to enable it to provide adequate screening of development as well as provide for new habitats.</p>	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	X	X	X	Possible	Countywide	Direct Permanent	Due to the quantity of new employment land proposed across the County and beyond the plan period, there will be a significant increase in commercial waste arisings. As such adverse effects have been identified. However, other Plan policies will ensure that waste (generated during construction and in operation) is managed in accordance with the Waste Hierarchy and that sustainable construction methods are adopted. The certainty and severity of such impacts identified reflect this point.	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	0	0	0	-	-	-	No significant impact/ clear link to this objective.	-

### Policy 3: Aykley Heads

Table 4 Policy 3: Aykley Heads							
SA/SEA Objective	Impact & Timescale of	Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation		Mitigation

Number	Effects							
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	<u>0</u>	<u>0</u>	<u>0</u>	Probable	Durham City Countywide	Permanent Direct Indirect	The redevelopment of Aykley Heads is unlikely to significantly affect the opportunity for people to live in a decent affordable home as it will not result in an increase or decrease in the number of dwellings. It could change the quantity and quality employment opportunities in Durham City for the better, which could increase the number of people with the means to afford a decent home. However, overall impacts are likely to be minor.	-
<b>2. To promote strong, secure communities</b>	<b>0</b>	✓/x	✓	Possible	Durham City	Permanent	<p>As a strategic employment site, in terms of community impacts the redevelopment of the Aykley Heads site will predominately relate to the traffic impacts (e.g. road traffic congestion/ road safety/ severance issues).</p> <p>To ensure that the traffic associated with the new businesses does not have unacceptable impacts on the existing road network traffic modelling has been undertaken. This indicates that a number of highways improvements are required. The priorities for investment are including the Funding Schedule of the Infrastructure Delivery Plan (2018). It is also recognised that in order to gain planning permission the larger scale employment allocations have been subject to the necessary transport assessments and proposals sufficiently address potential highways impacts.</p> <p>Importantly, the policy also requires the development of the site to have regard to the provision and timing of the infrastructure necessary to support it (e.g. highways improvements). The locational advantages of the Aykley Heads site (i.e. close proximity to city centre and south edge within 500m of Durham railway station) along with the policy requirements (i.e. phasing of development, Transport Plan and sustainable design) and evidence to date are likely to help avoid/mitigate the increase in road traffic congestion associated with the redevelopment of the site. As such, positive effects over the long-term once infrastructure are considered possible. This assessment is also made in light of the emerging Durham City Sustainable Transport Delivery Plan, which is a complimentary strategy to the Plan and</p>	<p><b>SOC1: Amend wording of Criterion f: ‘...Enhance the land to the east of the site, to a high quality, as an integral part of...’</b></p> <p><b>SOC2: Amend wording of Criterion f: ‘...providing an attractive, safe network of multi-user routes...’</b></p>



						<p>proposes an integrated and comprehensive approach for the city that seeks improvements to walking, cycling and public transport corridors in the city centre.</p> <p>Despite this, impacts will be determined by the transport choices made by staff/ site users and whether there is in fact a modal shift towards more sustainable modes of transport. The potential cumulative impacts of the redevelopment of this site with other recent and proposed development in Durham city will also have an important influence on community impacts in terms of road traffic congestion/ safety (e.g. in some cases current issues may be alleviated or exacerbated).</p> <p>The enhancement of the greenspace located to the east of the site is additionally an important provision for the health and mental well-being of communities. Therefore SOC1 and SOC2 should be adopted to promote the safe well-being for the users of this space, in addition to being compliant with the NPPF (paragraph 96). By providing attractive, safe networks of multi-user routes could reduce fear of crime and has the potential to increase community cohesion, promoting the use of greenspace for activities.</p> <p>Short-term impacts are unlikely to be significant given the proposed phasing of development and associated timescales – i.e. the majority of development will commence following the demolition of County Hall which is set for 2022.</p>		
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	<b>0</b>	✓	✓✓	Probable	Durham City Countywide	Permanent Direct Residual	<p>The redevelopment of the Aykley Heads site aims to contribute to the delivery of the new and better jobs need for Durham City and the county (based on evidence from the County Durham ELR). To achieve this the key policy principle is to delivery approximately 47,500 sqm of high- quality flexible office floorspace that is attractive to national and international employers. To ensure the commercial attractiveness of the development supporting ancillary facilities will also be permitted (e.g. A1, A2, A3, A4, C1, D1, and D2 uses). Together it is considered likely that development will contribute to raising educational and future employment aspirations across the County. It is also likely with such a range of development and employment types, there will be an associated range of training opportunities. Such training opportunities are important to enable people, particularly young professionals, to access to work/ develop careers.</p>	-

						<p>The site also offers locational advantages in terms of improving access to such opportunities – i.e. in close proximity to Durham city centre and sustainable transport options (e.g. walking, cycling, bus, train) – and policy requirement seek to improve these (e.g. sustainable design to improve permeability of site).</p> <p>Overall, positive effects are therefore considered likely in relation to raising aspirations and access to training opportunities. Indeed significant positive effect are considered likely over the long-term as the quantum of development increases over the Plan period. Short-term impacts are unlikely to be significant given the proposed phasing of development and associated timescales – i.e. the majority of development will commence following the demolition of County Hall which is set for 2022</p>	
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	<b>0</b>	✓	✓	Probable	Durham City	<p>Permanent Direct</p> <p>The masterplan for the redevelopment of Aykley Heads, which was agreed by DCC cabinet on 17<sup>th</sup> January 2018, provides a high degree of certainty that development principles established in the policy will come forward as proposed and to the required infrastructure and design standards (including proposals to make ‘healthier and greener offices’). The supporting text advises that future businesses at Aykley Heads will be encouraged to participate in the ‘Better Health at Work Scheme.’ This in turn will help promote healthy lifestyles and help with the physical and mental health of their employees. This could be extremely beneficial and have very positive effects in the future, however the effects of this would be dependent on business becoming involved in the scheme.</p> <p>Overall is it considered that the policy is likely to promote healthy lifestyles through the provision of new and improved green infrastructure (e.g. open space provision of different types and interconnected network of high quality, multifunctional green infrastructure (SOC1) (NPPF paragraph 91 b), requiring high-quality design for the built and natural environment across the site and encouraging active travel (e.g. multi-user routes); all of which will benefit staff/ users on site as well as the wider community (e.g. Newton Hall/ Framwellgate Moor) (SOC2). Implementation of SOC1 and SOC2 would encourage as safe and accessible greenspace for uses that could reduce fear of crime and has the potential to increase community cohesion, promoting the use of greenspace for a healthy lifestyle.</p>	

						<p>It is considered that proposals will also consolidate the existing popular recreational use of the wider Aykley Heads site (e.g. running, dog walking etc.). It is considered that there will be physical and mental health benefits as a result. Such effects are considered more likely over the medium and long-term as development comes forward. Short-term impacts are unlikely to be significant given the proposed phasing of development and associated timescales – i.e. the majority of development will commence following the demolition of County Hall which is set for 2022.</p> <p>However, impacts on air quality and human health are to some degree uncertain because (as noted under other objectives) the levels vehicle growth, associated emissions and use of sustainable transport modes will depend on implementation and a modal shift regardless of policy interventions. The policy also recognises that access by car and car parking is attractive to private sector employers and states the site will provide sufficient parking. Importantly, the policy requires the development of the site to have regard to the provision and timing of the infrastructure necessary to support it (e.g. bus, pedestrian and cycle routes as well as green infrastructure). This will help to ensure potential adverse health impacts are avoided/ mitigated – i.e. increase in car trips/ emissions.</p>	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	<b>0</b>	✓	✓	Probable	Durham City	<p>Permanent Direct</p> <p>The policy seeks to encourage the use of sustainable transport through a variety of means (e.g. bus, pedestrian cycle routes must be incorporated and connected to city centre and other adjoining facilities; encourage use of Park and Ride Schemes; creation of green routes through the sites that link up to key entrances such as Durham railway station) as well as requires a Transport Assessment and Travel Plan to support the site's redevelopment. Importantly, the policy also requires the development of the site to have regard to the provision and timing of the infrastructure necessary to support it (e.g. bus, pedestrian and cycle routes/ infrastructure).</p> <p>The locational advantages of the Aykley Heads site is also important in enabling the development to encourage sustainable transport use and reduce the need to travel – e.g. close proximity to city centre, residential areas and key public transport interchanges. By encouraging an attractive and safe network of multi-user routes could reduce fear of crime and has the potential to increase community</p>	

						<p>cohesion, promoting the use of greenspace for use of travel (SOC1).</p> <p>Positive effects are therefore considered likely with the associated approved masterplan for the site's redevelopment providing a higher degree of certainty that such policy requirements will be delivered. This assessment is also made in light of the emerging Durham City Sustainable Transport Delivery Plan, which is a complimentary strategy to the Plan and proposes an integrated and comprehensive approach for the city that seeks improvements to walking, cycling and public transport corridors in the city centre.</p> <p>The policy nonetheless recognises that access by car and car parking is attractive to private sector employers and states the site will provide sufficient parking.</p> <p>Impacts will ultimately be determined by the transport choices made by staff/ site users and whether there is in fact a modal shift towards more sustainable modes of transport.</p>	
<b>6. To alleviate deprivation and poverty</b>	<b>0</b>	✓	✓✓	Probable	Durham City Countywide	<p>Permanent Direct Indirect Residual</p> <p>Although the Durham City has a lower number of its residents living in the top 10% and 30% of the most deprived areas nationally when compared to the county, this proposed strategic employment site is likely to have a positive impact on alleviating deprivation and poverty by providing substantial employment opportunities at different levels in different sectors, which should help to reduce unemployment and alleviate deprivation.</p> <p>Due to the type of office development proposed, it is also likely that employment aspirations will be raised and higher incomes encouraged.</p> <p>This effect is likely to improve beyond the Plan period as the quantum of development increases and businesses become established. Moreover the success of this strategic employment site may also encourage inward investment and indirect economic benefits that will protect and support other businesses in Durham City and across the county, which could result in significant positive effects in the longer term. Short-term impacts are unlikely to be significant given the proposed phasing of development and associated timescales – i.e. the majority of development will commence following the demolition of County Hall which is set for 2022.</p>	-

7. To develop a sustainable and diverse economy with high levels of employment	0	✓✓	✓✓	Certain	Durham City Countywide	Permanent Direct Indirect Residual	<p>In accordance with the quantitative and qualitative evidence of the County Durham ELR (2018), this policy and redevelopment of the Aykley Heads site to create a strategic employment site will contribute towards meeting the need for more and better jobs in the Durham City and County Durham. It will help to growth and sustain a more resilient economy over the long-term; with the hope that it will provide a 'step-change' in the County's economic prosperity.</p> <p>The ELR identified Durham City as the County's premier office location. It also confirmed that the city's market appeal is underpinned by factors such as the East Coast Mainline (ECML), world class university, quality of life and accessibility to the strategic road network; all of which enable it to attract national and international office occupiers. Despite the attractiveness of the City, the ELR found that Durham's ability to attract large-scale office requirements of private sector professional firms has been limited by the constraints of the historic city centre and shortage of suitable sites. Analysis presented within the ELR also identifies that the business growth potential of the city, and the wider County, has been constrained by the lack of a modern business quarter. Analysis also indicates the Durham City market area currently accounts for 28.5% of all office floorspace within the County. Whilst implied demand indicates a need for up to 11 ha of office development, if it is assumed that Durham City is to maintain a proportionate share of office space, this would imply a need for up to 18.5 ha of land for office development in Durham City: See ELR (2018), p. 114.</p> <p>By providing start-up space and move-in accommodation, the Aykley Heads development is likely to stimulate economic growth by providing opportunities for large-scale premises. Due to the scale and type of employment development proposed for the site (e.g. office development for professional services, financial and health sectors), it is likely that the policy will contribute to improving Durham University graduate retention rates. Increased rates of graduate retention will be in important factor in marketing Durham city as an office location.</p> <p>The associated approved masterplan for the site also provides a high degree of certainty that development proposed in the policy will come forward as proposed and to the required infrastructure, design standards and create well-designed places (ECON1) (NPPF paragraph</p>	<b>ECON1: Amend wording of Criterion h: '...Deliver attractive, high quality design well-designed places, incorporating sustainable development...'</b>
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							<p>83a). All of which will support its delivery and commercial attractiveness enabling it to achieve the strategic policy intent. The supporting text also provides more certainty that positive economic effects will be secured by evidencing recent private sector investment in the city and Aykley Heads site and the potential to attract more in the future (e.g. the Gates, Freeman’s Reach, Milburngate House, Atom Bank and Waterstons).</p> <p>It is estimated that the site can accommodate a total floorspace of around 46,335 sqm or approximately 4,000 jobs. It is noted that currently 2,700 people work across the Aykley Heads site (e.g. Policy HQ and Durham County Council). Plot F (Parkland Plateau) of the masterplan is identified as the 5<sup>th</sup> and final phase of the whole site redevelopment. Even though development of this plot will only be considered following the demonstrable success of the earlier stages of redevelopment which will trigger a review of the Plan, it is estimated to create a further 19,000 sqm and around 2,000 more jobs. The highways impacts of this are nonetheless required to be taken into account and a Transport Assessment and Travel Plan to accompany any planning application. Importantly, the policy also requires the development of the site to have regard to the provision and timing of the infrastructure necessary to support it (e.g. highways improvements). To ensure that the traffic associated with the new businesses does not have unacceptable impacts on the existing road network traffic modelling has been undertaken. This indicates that a number of highways improvements are required. The priorities for investment are including the Funding Schedule of the Infrastructure Delivery Plan (2018). It is also recognised that in order to gain planning permission the larger scale employment allocations have been subject to the necessary transport assessments and proposals sufficiently address potential highways impacts. Short-term impacts are unlikely to be significant given the proposed phasing of development and associated timescales – i.e. the majority of development will commence following the demolition of County Hall which is set for 2022.</p>	
<b>8. To reduce the causes of climate change</b>	✓/x	✓/x	✓/x	Probable	Countywide	Permanent Direct Residual	<p>Overall there is the potential for both positive and negative impacts in relation to minimising carbon emissions.</p> <p>The redevelopment of this extensive site is likely to consume significant</p>	<b>ENV2: Amend working of Criterion h: ‘...Deliver</b>

						<p>amounts of energy and resources in construction and operations; and therefore release greenhouse gas emissions. However, the policy does require new built development to adopt sustainable construction methods and create well-designed places (ENV2) (NPPF paragraph 83a), which will help to mitigate potential adverse effects. This would include both built and natural environment. New built development (e.g. office and ancillary facilities such as a hotel) on-site will also be required to meet current building standards as well as incorporate sustainable development principles, which will help to minimise energy consumption during operation (ENV3). ENV3 should be implemented into the supporting text as when the plan is read as a whole the Sustainable Design Policy will encourage the incorporation of renewable technologies into new employment development. The redevelopment of Aykley Heads is projected to generate approximately 4-6,000 jobs/ employees (if the full extent is developed out beyond the plan period), which is significantly higher than the current level of 2,700. Given the acknowledgement that access by car and car parking is attractive to private sector employers there is the risk that development will give rise to significant levels of vehicle-related carbon emissions. However, policy requirements are considered likely to help mitigate such an increase by promoting sustainable transport use: e.g.</p> <ul style="list-style-type: none"> <li>- Transport Assessment and Plan</li> <li>- Creation of new multi-user routes (e.g. bus, pedestrian and cycle) through site and that connect to the city centre and adjoin facilities such as Durham railway station.</li> <li>- Encourage the use of Park and Ride Scheme (e.g. Snipereley)</li> </ul> <p>It is considered that the overall effectiveness of these measures will depend on implementation. It is nonetheless important that the policy requires the provision and timing of the infrastructure necessary to support development to be taken into account. This provides a greater level of certainty that mitigation will be effective and enable development to be supported by the appropriate level of infrastructure.</p> <p>It is also possible that the proposed enhancement to the green infrastructure and features across the site located to the east (including tree planting) will help to offset some carbon emissions. Trees can have a positive impact upon development by helping to regulate the</p>	<p><b>attractive, high quality design well-designed places, incorporating sustainable development...'</b></p> <p><b>ENV3: Encourage the incorporation of renewable energy technologies into new employment development; particularly where there is potential for significant benefits considering the scale, use and location of development. Developers should be encouraged to carry out feasibility studies to assess which forms of renewable energy best suit specific sites.</b></p> <p><b>ENV4: Amend wording of Criterion f: '...network of multi-user routes,</b></p>
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							local climate. Shading offered by mature trees can help to reduce the need for air conditioning, thereby helping to reduce energy demand and CO <sub>2</sub> emissions help with local cooling. In addition, the retention and enhancement of green space and trees can help to mitigate the impact of localised flooding (ENV4).	<b>enhancing the opportunity for tree planting and habitat creation; and...</b>
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓	✓	✓	Possible	Durham City	Permanent Direct Indirect	<p>According to the latest version of the County Durham Strategic Flood Risk Assessment (SFRA) 2018, the site is located within Flood Zone 1, which means there is little or no risk of the site flooding from sea or rivers. There are nonetheless several unnamed streams that link to ponds to the north and south of the site as well as some identified risk from surface water flooding around existing development. However, the policy seeks to address potential flood risk by requiring a water drainage management plan for the site along with SUDS (criterion j). As such it is considered that development will not be at risk of flooding or increase surface water run-off.</p> <p>Re-development of the wider Aykley Heads site is also unlikely to restrict the movement of habitats and species in response to climate change. In fact, proposed retention and enhancement of the existing mature woodland and parkland landscape including mature features (e.g. incorporate an interconnected network of high-quality green infrastructure which integrates with the surrounding landscape and embraces environmental standards (ENV5) is likely to have benefits in this regard.</p> <p>Built development is also likely to be more resilient to climate change due to sustainable design requirements (criterion h) and the fact that new office development will be set within a strong landscape framework (e.g. provides wind and heat shading).</p>	<b>ENV5: Amend wording of Criterion f: ‘...Enhance the land to the east of the site, to a high quality, as an integral part of...’</b>
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓	✓	✓/✗	Probable	Durham City	Permanent Direct Residual	The adopted masterplan for the redevelopment of Aykley Heads has been designed in response to a variety of on-site surveys (e.g. ecological studies and Landscape Review of Protected Woodland and Grassland) as well as input from specialist officers with the County Council and other key stakeholders. This in turn has informed the detailed policy requirements to ensure that development across the site maintains a strong landscape framework and embraces environmental standards. Both aspects are considered to not only help provide necessary protection and enhancements to species and habitats (e.g. retain ponds, plant trees, habitat creation, etc.) across the site and land adjacent, but also ensure that there is a higher degree of certainty that	



						<p>such protection and improvements will be delivered. Given the intention to enhance the opportunity for tree planting, which would provide important habitats to rare and common species, it is probable that there will be positive impacts in terms of biodiversity (ENV4). This is vital considering the environmental sensitivity of the site in biodiversity terms and the potential for significant adverse effects. For instance:</p> <ul style="list-style-type: none"> <li>- There are a variety of mature trees and copse as well as a number of species-rich grasslands around the site;</li> <li>- The dene adjacent to the north-east of the site, Crook Hall Wood, is likely to be sensitive to development as there are footpaths that connect this mature woodland to the site;</li> <li>- There are good quality ponds and streams across the site; all of which are Durham Biodiversity Action Plan habitats.</li> <li>- Presence of European and Durham Action Plan Protected Species: e.g. Great-Crested Newts, Bats, Badgers, Roe Deer.</li> </ul> <p>The positive stance towards biodiversity set within the policy and masterplan is likely to ensure that significant adverse impacts are avoided/ mitigated. In fact, over the short- and medium-term, biodiversity impacts biodiversity are considered likely to be positive. In addition to the policy approach, this is due to the location and level of built development in accordance with proposed phasing and associated timescales (e.g. Phases 1, 2 and 3 are largely focussed on footprint of existing buildings of previously developed land such as car park). The majority of development will also commence following the demolition of County Hall which is set for 2022.</p> <p>Nonetheless it is considered that there is potential for some adverse effects over the long-term. This is for two key reasons. Firstly, the increase in built development and people across the site will unavoidably result in either disturbance or damage to habitats/ species from increased recreational pressure (e.g. trampling, interaction, vandalism, etc.) and proximity (e.g. noise/ lighting etc.). As the quantum of development increases there is potential for impacts to become more significant. Proposed biodiversity enhancements to will, however, help to mitigate these impacts. Secondly, is the Parkland Plateau or final phase of the redevelopment which is set for 2034-2040. Although ecological surveys have been an important influence in the design of this element (e.g. the extent of the building has been pulled</p>	
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							away from the eastern edge of the site where it is most ecologically sensitive), due to its location and proximity to protected habitats/ species this plot has the potential for adverse effects. That being said, the delivery of this final plot will depend on the success of the earlier phases and be considered as part of a future review of the Plan. As such, over the long-term there is potential for both positive and adverse ecological impacts. Plan monitoring will be important in this regard.	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Probable	Durham City	Permanent Direct Residual	<p><u>Landscape</u>: The adopted masterplan for the redevelopment of Aykley Heads has been designed in response to a variety of on-site surveys (e.g. Landscape Review of Protected Woodland and Grassland) as well as input from specialist officers with the County Council and other key stakeholders. This in turn has informed the detailed policy requirements to ensure that development across the site maintains a strong landscape framework and embraces environmental standards. Both aspects are considered to not only help provide necessary protection and enhancements to the mature parkland and woodland landscape across the site and land adjacent, but also ensure that there is a higher degree of certainty that such protection and improvements will be delivered. This is vital considering the environmental sensitivity of the site in biodiversity terms and the potential for significant adverse effects. For instance:</p> <ul style="list-style-type: none"> <li>- The site contributes to the openness and ‘leafy suburb’ character of northern approaches to the City.</li> <li>- It has a number of mature or semi-mature features that would be vulnerable to development impacts (mature and semi-mature trees, structured planting, and ponds).</li> <li>- There are views into the site from adjacent sections of the B6532 and A691. Perimeter woodland belts and overgrown hedges/ shrubs afford a degree of visual containment, although the effectiveness of this varies.</li> <li>- The site and its infrastructure figures prominently in views of and from the wider landscape, particularly County Hall.</li> </ul> <p>In the short- and medium term landscape impacts are likely to be positive due to the requirements to retain, protect and enhance the landscape as well as important features and views across the site (e.g. appropriate and enhanced landscape structure with clearly defined boundaries, enhancing land to east, retain openness and provide an attractive, safe network of good quality multi-functional green</p>	<b>ENV1: Amend wording of Criterion f: ‘...retaining its openness and providing an attractive, safe network of multi-user routes...’</b>

				<p>infrastructure (ENV1). This will ensure the openness of the land to the east is protected and maintained. Further the policy enhances the opportunity for tree planting and habitat creation (ENV4). Again this will help protect and improve the quality of public areas, enhancing the vitality of the cities green space. The intent to either retain or augment mature landscape features including important groups of trees and hedges throughout the site, as well as recognition that any losses incurred by providing access or accommodating building footprints will be mitigated and replaced elsewhere is also potentially positive. This is supported by the location and phasing of development across the site. In addition to the policy approach, the location and level of built development in accordance with proposed phasing and associated timescales (e.g. Phases 1, 2 and 3 are largely focussed on footprint of existing buildings of previously developed land such as car park) will help to secure positive effects in landscape terms. The majority of development will also commence following the demolition of County Hall which is set for 2022.</p> <p>As specific green infrastructure and landscape enhancements mature over the plan period along with the high-quality design of individual phases, there is the potential for long-term positive impacts in landscape terms: e.g. a series of small-scale buildings driven by sustainable development principles (including green roofs and stepped gables where appropriate) to enable them to nestle into the landscape; arguably more so than the current build development across the site.</p> <p>Landscape impacts over the long-term are nonetheless slightly less certain considering the potential need to remove green belt land to accommodate the fifth and final phase of the scheme – Parkland Plateau, construction period potentially from 2034 to 2040. However, the delivery of this final element will depend on the success of the earlier phases and only be considered as part of a future review of the Plan. It is acknowledged that there is therefore potential for some harm over the long-term, but there is insufficient certainty/ detail to take such impacts into account in this assessment. Conversely, although redevelopment of this site requires the removal of 1.2 ha of land from the Durham City Green Belt (to the south-east of County Hall), it is considered that there are Exceptional Circumstances for this and that harm to the five Green Belt Purposes as defined by the NPPF</p>	
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							<p>(paragraph 134) would be negligible. This determination was based on the findings of the independent review of the County's Green Belt undertaken by Arup (2017). The Exceptional Circumstances that justify this are based on the unique economic opportunities a strategic employment site in this location brings in terms of more and better jobs as well as the opportunity to enhance the contribution that it makes to the Conservation Area and the setting of the city's historic core. Notwithstanding the findings of the Green Belt Assessment, the site is also in clear urban use as a car park.</p> <p><u>Townscape:</u> It could be argued that the current buildings on site (namely County Hall) have a negative impact on much of the existing local built environment. Re-development therefore has the opportunity to reverse, reduce, or remove existing negative impact and enable the site to make a more positive contribution to local townscape. Specifically the policy requires the site to create a 'new high quality gateway entrance fronting on to the A691/B6532 (criterion I). In addition development must deliver attractive high-quality design set within a strong landscape framework (criteria e and h). As stated above, the design principles of the policy are supported by the approved masterplan for the site so there is a high degree of certainty that development will be delivered as intended. Probable positive townscape impacts over the short-, medium and long-term were therefore identified.</p> <p>On balance, long-term impacts for both landscape and townscape were determined as positive overall.</p>	
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓	✓	✓	Probable	Durham City	Permanent Direct Residual	<p>The adopted masterplan for the redevelopment of Aykley Heads has been designed in response to a variety of on-site surveys (e.g. archaeological and visual impact surveys) as well as input from specialist officers with the County Council and other key stakeholders. This in turn has informed the detailed policy requirements to ensure that development across the site has regard to view and the significance of its setting (e.g. most notably Durham Cathedral and Castle World Heritage Site and Durham City Conservation Area). Both aspects are considered to not only help provide necessary protection and enhancements to the setting of Durham City's historic environment, but also ensure that there is a higher degree of certainty that such protection and improvements will be delivered.</p>	

							<p>This is vital considering the environmental sensitivity of the site in historic environment terms and the potential for significant adverse effects. This site contributes significantly to the existing character of Durham City. It lies in the backdrop to the WHS in views from higher ground on the edge of the inner bowl to the south/southwest between St Mary's College and Mountjoy Reservoir. The backdrop is a visually complex mosaic of buildings, vegetation and undeveloped land. The cathedral towers and pinnacles project beyond the skyline in some views. Development has potential to reduce or enhance the legibility of the cathedral. The site itself affords a variety of views of the WHS. Many of these would be retained. It can be anticipated that development would entail the loss of some views and the creation of others. Development would be visible in views of the WHS from the higher ground of the outer bowl to the south and east and west. The WHS is seen in the context of extensive urban development. As such impacts would be low. There are also several identified heritage assets on site: Aykley Heads House (Grade II*); Gate Pillars to Aykley Heads House (Grade II); and Police Communications Tower (Grade II). Given the design principles established by the masterplan and policy requirements (e.g. criteria h and i), both of which have been informed by robust evidence, positive impacts are considered likely as a result of the redevelopment of Aykley Heads. Specifically the policy requires redevelopment of the site to 'have regard to views and the significance of the Durham Castle Cathedral WHS (criterion i). The supporting text clarifies this point by explaining new development should cause no substantial harm to the significance of the World Heritage Site (including cumulative or consequential harm). This was a result of previous SA comments on an initial draft.</p> <p>Overall development has the potential to enhance the legibility of and people's experience of the WHS and Conservation Area in some views and along some key routes.</p>	
<b>13. To protect and improve air, water and soil resources</b>	<b>0</b>	✓	✓/✗	Probable	Durham City	Permanent Direct Residual	<p><u>Air:</u> With the locational advantages of the site and the promotion of sustainable modes of transport there is the potential for air quality to be improved in Durham City. This is particularly important considering an Air Quality Management Zone is designated in the city centre. However, the policy still recognises the need for car parking provision on the site in order to attract private sector employers. The effectiveness of the Durham City Sustainable Transport Delivery Plan</p>	-

							<p>will also plan an important role in determining effects. Therefore overall air quality impacts, particularly over the long-term, are considered to depend on implementation. This issue is considered to outweigh the following water and soil resource impacts identified.</p> <p><u>Water:</u> Although there are some known water related issues across the site, criterion j seeks to address them by requiring a water draining management plan. Overall impact on water quality and resources is considered to minor.</p> <p><u>Soil:</u> A significant proportion of proposed development associated with this policy is on the footprint of existing built development (e.g. County Hall, Trinity School or car parking). As such, this will help to protect soil resources. The retention, protection and enhancement of the mature landscape and important features across the site is also likely to have positive effects in this regard.</p> <p>Short-term impacts for all are unlikely to be significant given the proposed phasing of development and associated timescales – i.e. the majority of development will commence following the demolition of County Hall which is set for 2022.</p>	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	✓	✓	✓	Possible	Countywide but Durham City and Central Durham in particular	Direct Permanent	<p>Significant materials are likely be used in construction on this site. However, if sustainable waste management techniques are employed on site (in accordance with other Local Plan policies) to reduce waste and ensure resources are used as efficiently as possible, potential adverse impacts will be mitigated. Waste will therefore be managed in accordance with the waste hierarchy.</p> <p>Criterion h of the policy requires sustainable construction methods to be used in order to deliver the Aykley Heads development. This approach will further increase the resource efficiency of the development and potentially secure positive effects despite the amount of new construction materials required.</p>	-
<b>15. To improve the sustainability of minerals extraction and use and</b>	0	0	0	-	-	-	No significant impact/ clear link to this objective.	-

reduce adverse impacts on communities and the environment								
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### Policy 4: Housing Land Allocations

Table 5 Policy 4: Housing Land Allocations								
Whilst, it is acknowledged that some allocations will exacerbate existing road network performance issues and will therefore be required to contribute towards a WRR (which will adversely impact upon environmental receptors), evidence shows that transport interventions are required to support government projected, business as usual, levels of traffic growth in County Durham, i.e. regardless of the sites selected for allocation. Therefore, the impacts of the WRR are not included within this assessment. Please see the SA of the Durham City Sustainable Transport Policy for the assessment outcomes of the WRR.								
SA/SEA Objective	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	✓	✓	✓✓	Probable	Countywide – except South East Durham due to lack of allocations	Permanent Direct	<p>This policy has identified that 28 housing sites will be delivered throughout the Plan period and will be required to meet the criteria of Policy 15: Addressing Housing Needs. It is possible that 884 affordable units will be delivered through this policy, based on the number of allocations delivered per delivery area.</p> <p>The distribution of housing represented by the proposed allocations also ensures that sites are identified in deliverable locations and where there is an identified need following the spatial strategy: Sustainable communities. This distributes housing across the following delivery areas: Durham City 14%, Central Durham 12%, North Durham 8%, North West Durham 12%, Mid Durham 16%, South Durham 15%, South East Durham 2%, East Durham 16%, and West Durham 4%. As evidenced by the Local Plan Viability Study (2018), this spatial strategy directs the larger proportions of the proposed housing allocations to larger towns such as Durham City and its hinterland</p>	<b>SOC1: Local Plan policies to ensure new housing delivered provides an appropriate mix in size and type of residential accommodation to meet residents' needs and aspirations.</b>

						<p>along with North West Durham, West Durham and North Durham (in accordance with Policy 15, all sites over 10 units and 5 units in rural areas, the Highest Value Areas must provide 25% affordable housing and in High Value Areas 20%. Locating housing in Durham City and the South, places it in an area of higher viability (highest market area) and will therefore deliver more affordable homes as a result (Source: County Durham Strategic Housing Market Assessment – Report of Findings (Draft) (2018)). Therefore, it is recognised that new housing development in the highest and high value areas, where prices of new houses are more buoyant, can support the greatest level of affordable housing provision. The Local Plan Viability Study (2018) nonetheless demonstrates that there are still opportunities to deliver affordable housing in medium (e.g. Newton Aycliffe, Spennymoor, Crook and Seaham) and low (e.g. Peterlee, Annfield Plain and Bishop Auckland) value areas without compromising the viability of development. Policy 15 requires such areas to provide 15% and 10% affordable housing). For example, in West Durham, affordable housing could be required to support the unique and local needs of rural communities, contributing to sustaining them (Source: County Durham Strategic Housing Market Assessment – Report of Findings (Draft) (2018)). As such, it is highly likely that the policy will have positive effects over the Plan period and for the whole County (except for South East Durham as no allocations proposed for this Monitoring Area). Although should windfall applications be approved in this area, the policy would still apply.</p> <p>Analysis also identifies a lack of 3 and 4 bedroom homes, detached properties and bungalows in the County Durham housing market (Source: Local Plan Viability Study, 2018). Given the location and extensive size of some of the proposed allocations (e.g. H4, H5, H7, H22 and H31) it is more likely that such properties can be delivered; enabling future development to address identified mismatches in the housing market and reflect household aspirations.</p> <p>In accordance with the NPPF (paragraph 69, 2018), the policy also supports a good mix of housing sites by including a proportion of small</p>	
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							<p>sites, many of which on previously developed land, alongside more strategic sites on greenfield land; which in turn is considered likely to support a strong mixture of housing types, sizes and tenures. Based upon policy 15 Addressing Housing Need, there is also a requirement to deliver 10% older person's housing within each allocation, a need that is predicted to rise as the over 75 population grows from 45,700 to 75,500 over the plan period (65.6% increase). It is therefore predicted that whilst the policy will deliver much needed affordable and older persons accommodation, there is still likely to be a shortfall in the amount needed.</p> <p>Housing standards will be governed by building regulations and Local Plan policies i.e. Sustainable Design; addressing housing need; type and mix of housing etc.</p>	
<b>2. To promote strong, secure communities</b>	✓/x	✓/x	✓	Possible	Countywide and neighbouring authorities	<p>Temporary - potential for permanent</p> <p>Direct</p> <p>Indirect</p> <p>Residual</p>	<p>Before assessing the housing allocations, it is important to note that the impact of Durham University's proposal for growth; increasing student population and required housing has been considered. The PPG states that all student accommodation (communal halls of residence or self-contained dwellings) states that despite the development of new student accommodation within the county, current evidence does not indicate that it is resulting in houses in multiple occupation (HMOs) being released into the general housing market. Therefore no allowance for this has been made when calculating the amount of new housing which needs to be allocated in the Plan although this position will be monitored (Policy 1: Quantity of Development).</p> <p>With a mixture of small and more extensive housing sites on brownfield and greenfield land proposed for the larger settlements across the County, it is considered that the distribution of housing could help to promote strong and secure communities. However this will depend on the size, location and mix of housing and success of masterplanning of such sites. The allocations aim to deliver growth to the larger towns and villages across the County which will help to protect existing communities and ensure their long-term viability/vibrancy. For more rural locations other policies within the plan aim to address the specific housing need in these areas, whilst not affecting the nature of these locations. Arguably there may be greater potential for cohesive communities where proposed sites are smaller, located</p>	<p><b>SOC2: Develop masterplans for proposed larger urban extensions to ensure that cohesive well-designed new communities are created.</b></p> <p><b>SOC3: Secure developer contributions to ensure sustainable transport infrastructure and require improvements to the major roads network are delivered.</b></p> <p><b>SOC4: Ensure</b></p>

						<p>within settlements, and are not perceived by residents to be 'excessive' in terms of the existing housing. In addition, by directing a relatively high proportion of housing to higher value market areas there are likely to be good opportunities to deliver affordable; specialist housing to meet a variety of needs (e.g. older person's and adaptable homes) and the opportunity to ensure that significant developer contributions can be secured to help fund infrastructure and mitigate impacts on communities.</p> <p>The housing allocations proposed across County Durham generally provide opportunities to create strong and secure communities. This is due to the majority of housing allocations being located close (walking distance) to existing services and facilities such as schools, colleges/universities, GP surgeries, playing pitches, places of employment and community centres etc. (H1, H2, H3, H4, H6, H16, H17, H18, H19, H24, H28, H32, H36, H37 and H38). The larger sites (H5, H6, H7, H18, H19, H22, H31 and H38) provide opportunities to create well-designed cohesive new communities (e.g. including local centres, schools, multifunctional green infrastructure and a mix of size and types of homes). Effectively, masterplanning such sites will be key to ensure such urban extensions offer the best opportunity to create sustainable and cohesive new communities that can integrate with existing residential areas.</p> <p>Many of the main community and severance issues are posed by 'A' roads that run adjacent or close by to the proposed housing allocations (H3, H5, H6, H18, H22, H26, H29, and H30), have associated noise and air pollution issues.</p> <p>Alongside the proposed allocations the commitments, cumulatively have the potential to exacerbate existing road congestion problems. Studies highlight that certain parts of the major road network are already congested at peak times (e.g. A167). The severity of commuting and associated community impacts may be reduced by the fact that good accessibility to employment opportunities could be either maintained or improved by the distribution of employment land, given that it broadly complements the housing allocations (i.e. higher levels of housing and employment are proposed for the same monitoring areas). Taking this evidence into the Council commissioned transport modelling to inform likely highways and sustainable transport</p>	<p><b>new housing development is phased in accordance with the delivery of required infrastructure and sustainable transport improvements.</b></p> <p><b>SOC5: Continue to work in close partnership with Durham University regarding student accommodation and associated concerns (e.g. residential amenity).</b></p>
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						<p>improvements. Based on transport evidence the current configuration of Durham City's road network will not effectively support the background traffic growth associated with Government projected housing and jobs growth in County Durham without transport interventions (Jacobs, 'Durham Local Plan: Traffic Impact', 2018). Housing sites which will specifically increase traffic on constrained links and junctions will exacerbate existing local traffic conditions and impacts on communities until transport interventions are in place. To mitigate against some of these potential adverse effects the policy sets out criteria which apply to the different housing allocations. Examples of these measures include developer contribution to the Western Relief road (H7, H8) (see SA of Policy 24: Durham City's Sustainable Transport) traffic calming on A690 through provision of a new roundabout (H22 and H26); implementing a new junction on the A167 and re-design of the of the existing junction at the north end of Newton Aycliffe and Rushyford roundabout (H30); including appropriate noise attenuation adjoining the A688 (H29) and providing strong pedestrian and cycle links across the A167 to reduce community severance (H30). Even though the policy and Infrastructure Delivery Plan (2018) identify specific highways improvements and other infrastructure schemes in order to support the housing allocations, adverse impacts on communities are certain if required infrastructure to address issues are not delivered in time or phased with new development. However, it is recognised that whilst the implementation of highways infrastructure such as a western relief road will minimise existing levels of congestion and mitigate the additive effects of new housing to communities situated along the A167 and Neville's Cross the impacts of traffic re-routing and other associated impacts to communities are recognised within the SA of the Durham City Sustainable Transport Policy. Where proposed housing allocations are away from facilities e.g. secondary and Further Education establishments, typically bus transport could provide an alternative, sustainable method of transport which could improve access (H7, H11). Therefore, this could overcome potential negative social implications of not being close to such facilities. Other means of improving connections are proposed at (H22), where mitigation measures (including incorporating pedestrian and cycle routes to connect to existing facilities) have been proposed in the policy which would help to maintain strong and secure communities. By improving existing public transport networks and</p>	
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							<p>proximity to services, impacts on communities (e.g. noise, air pollution, road safety, etc.) could be minimised. Where allocations are proposed away from services and the majority are not served by regular bus services, this could have an adverse impact upon the community due to a higher demand and lack of appropriate services. This could be disproportionately adverse for older residents. In such cases it is advised that discussions with public transport providers about increased coverage occur early in the planning process.</p> <p>Furthermore, a number of allocations across the County are deemed to have impact upon local greenspace (H1, H5, H7, H8, H20, H24, H32, H33, H36 and H43). This could impact upon a sense of safety and affect community activities such as walking/cycling. However through masterplanning and OSNA, greenspace should be maintained or additional provision provided. Other housing allocations across North and Mid Durham highlight that development requires the maintenance of access to existing playing pitches which could enhance community engagement and activities (H11) and access to playing pitches needs to be maintained (H25).</p> <p>Overall if it considered that positive long-term effects are possible if mitigation is phased with new development. This assessment is made in light of the SA and conclusions of the evidence (Jacobs, 'Durham Local Plan: Traffic Impact', 2018) and proposals presented in the Durham City Sustainable Transport Strategy (2018). Nevertheless, over the short and medium term impacts could have positive or negative impacts dependant on how building out development affects local communities, such as HGV's. Nevertheless, this is likely to be localised around the development site and therefore not affect the whole County.</p>	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓/x	✓	Probable	Durham City, Central North, North West, Mid, South and East Durham	Permanent Direct	<p><b>Access to Educational Facilities:</b> Access to educational facilities (e.g. schools, colleges and Durham University) overall is likely to be good as housing is allocated on sites in/ around the County's larger towns, which have better service provision and access to services/ facilities compared to smaller or more rural settlements. The sites within walking distance of primary, secondary and college/university are H1, H2, H3, H4, H5, H15, H16, H17, H18, H19, H20, H28, H29, H36. Some of these sites have excellent access to educational facilities as on-site provision is required: e.g. H5, H18 and H31 (Source: Infrastructure Delivery Plan, 2018). H10, H11, H12, H24, H25, H26,</p>	<b>SOC6: Secure required developer contributions to deliver educational and transport improvements as identified in the IDP and</b>

						<p>H30, H31, H32, H33, H43 are not within walking distance (&lt;3km) of a college or university, H37, H38, H39 are not within walking distance of a secondary school, and H13, H14, H22 are not within walking distance of either a secondary school or college/university. Nevertheless, given the scale and location of these sites and other larger urban extensions, in addition to the infrastructure delivery plan, there may also be opportunities to make substantial improvement to walking, cycling and public transport infrastructure to help contribute to a model shift towards more sustainable modes and improve access to facilities by a variety of means. Mitigation measures have been proposed in the policy which would maintain and improve access to educational facilities. Such measures include incorporating pedestrian and cycle routes to connect to existing facilities (H22). By improving existing networks and proximity to services, this should promote sustainable transport measures (see objective 5), in addition to reducing the need to travel and opportunities to learn and improve educational and employment aspirations. Overall therefore positive effects have been identified in terms of access to educational facilities. With respect to Durham City, this conclusion is also supported by the proposals presented in the Durham City Sustainable Transport Delivery Plan (2018).</p> <p><u>Capacity/ Quality &amp; Quantity of Educational Facilities:</u> There are currently 268 schools in County Durham (Source: Infrastructure Delivery Plan 2018). It is expected that by 2032 an increase by 1,800 in primary-age pupils compared to 2018. In addition, by 2023, 750 more secondary-aged pupils are expected. Nevertheless, these statistics do not take account for future housing development which are likely to be built over the next 15-20 years. This will have a significant impact on school places. Through the housing allocations significant investment in educational infrastructure will be required, by allocating housing to the higher value market areas there is a greater degree of certainty that the necessary funding can be secured. The Infrastructure Delivery Plan (2018) identifies the following specific educational infrastructure projects to deliver them by Monitoring Area:</p> <p><u>Durham City:</u>  ) New Build 2.5 form entry (or equivalent classrooms)</p>	<p><b>ensure that such infrastructure is phased in accordance with the delivery of new housing to ensure that educational needs are met and access improved.</b></p>
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						<p>primary school in the Sniperley Park Area of the City;</p> <p>) Replacement of the 1 form entry (or equivalent classrooms) primary school at Laurel Avenue;</p> <p>) 5 additional secondary school classrooms will be required across the city;</p> <p>) 2 additional secondary classrooms will be required in the Belmont area.</p> <p><b>Total Estimate Funding: £22.1 million</b></p> <p><u>Central Durham:</u></p> <p>) Primary: 3 additional classrooms in Bearpark</p> <p><b>Total Estimate Funding: £1.1 million</b></p> <p><u>Mid Durham:</u></p> <p>) Primary: 3 additional classrooms in Crook Area</p> <p>) Primary: 1 additional classroom in Willington Area</p> <p>) Secondary: 3 classrooms in Willington Area</p> <p><b>Total Estimate Funding: £2.8 million</b></p> <p><u>North-West Durham:</u></p> <p>) Primary: 2 form entry school (or equivalent classrooms)</p> <p>) Secondary: 4 additional classrooms.</p> <p><b>Total Estimate Funding: £11.5 million</b></p> <p><u>South Durham:</u></p> <p>) Primary: 1 form entry school in the Low Copelaw area of Newton Aycliffe.</p> <p><b>Total Estimate Funding: £7.5 million</b></p> <p><u>East Durham:</u></p> <p>) Secondary: 3 additional classrooms in Seaham Area</p> <p><b>Total Estimate Funding: £1.5 million</b></p> <p><u>North Durham:</u></p> <p>) No Allocations in North Durham</p> <p><u>South-East and West Durham:</u></p> <p>) No requirements.</p>	
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							Many of the school allocations only cover general teaching practises. It is possible that subject specific teaching rooms such as science, art, design and technology etc. may be needed, in addition to what is outlined above. Given the level of new built development and additions required, particularly in relation to Durham City, there is potential for adverse effects in terms of capacity issues at educational facilities if the necessary infrastructure is not delivered in accordance with new housing development. However, such impacts are not considered to be substantial or to outweigh the positive effects identified in terms of access due to the level of confidence in deliverability and viability provided in evidence. Over the medium-term there is the potential for some capacity issues in certain settlements depending on the phasing of infrastructure with housing and as such a combination of impacts have been identified.	
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓/x	×	Probable	Durham City, Central North, Mid, South and East Durham	Long-term, potential for permanent  Direct Residual	<p><u>Accessibility:</u> Accessibility issues in West Durham are noted, but this is not considered a significant problem given that only 40 homes are proposed for allocation in this Monitoring Area. Given the scale and location of some of the proposed larger urban extensions (e.g. H5, H6, H7, H18, H19, H22, H31 and H38) there may be opportunities to make substantial improvements to walking, cycling and public transport infrastructure, e.g. providing strong pedestrian and cycle links across the A167 to reduce community severance (H30). This, combined with good access, is likely to encourage walking and cycling overall, which will support healthier lifestyles.</p> <p>Access to healthcare and recreational facilities (e.g. GPs, hospitals, sport centres, open space, etc.) is overall likely to be good as housing is proposed on sites in/ around the County's larger towns, which will have better service provision and access to services/ facilities to smaller or more rural settlements. Overall therefore positive effects have been identified in terms of access to healthcare facilities under this option. However, it is considered that such positives are reduced by the possible capacity issues of healthcare facilities and open space provision (see below).</p> <p><u>Open Spaces:</u> The housing allocations that are proposed to have impacts to open spaces include: H5 (loss of playing pitches on site. OSNA identifies a deficit in supply despite the creation of recreational/ open green space on site); H20 (loss of amenity open space); H24 (loss of school fields which could be used by public); H32 (loss of playing fields and urban green spaces); H33 (may hinder access to</p>	<p><b>SOC7: Continue to work in partnership with NHS England to ensure that healthcare facilities (e.g. GPs) are 'maximised' in accordance with the delivery of new housing.</b></p> <p><b>SOC8: In Durham City the need to protect existing open space and provide open space on site in new development is</b></p>



						<p>CWS); H36 (loss of outdoor sport space albeit OSNA indicates an oversupply in Passfield Ward); and H43 (loss of school and sports pitches). Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. The County Durham Open Space Needs Assessment (OSNA) 2017-2035 identifies that there are shortfalls in a variety of open space typologies across each Monitoring Area. The key issues are summarised here:</p> <ul style="list-style-type: none"> <li>) <u>Durham City</u>: Total shortfall of <b>116.47ha</b>, with the highest need for amenity open space, playspace and allotments.</li> <li>) <u>Central Durham</u>: Total shortfall of <b>24.37ha</b>, with the highest need for amenity open space and allotments.</li> <li>) <u>Mid Durham</u>: Total shortfall of <b>39.57ha</b>, with the biggest need identified under amenity green open space.</li> <li>) <u>South Durham</u>: Total shortfall of <b>9.25ha</b>, with the main deficiencies around allotments and playspace.</li> <li>) <u>Southeast Durham</u>: Total shortfall of <b>4.21ha</b>, with the main deficiencies around allotments, amenity green space and play space (youth).</li> <li>) <u>East Durham</u>: Total shortfall of <b>11.84ha</b>, with main deficiencies in parks and recreation grounds.</li> <li>) <u>North West Durham</u>: Total shortfall of <b>55.97ha</b>, with main deficiencies in amenity open spaces and parks/ recreation grounds.</li> <li>) <u>North Durham</u>: Total shortfall of <b>43.01ha</b>, with main deficiencies in allotments, amenity open space and parks.</li> <li>) <u>West Durham</u>: Total shortfall of <b>63.23ha</b> with main deficiencies in allotments, amenity open space and parks.</li> </ul> <p>It is clear from the area profiles that there is a consistent significant shortfall in supply of open space in the above areas of the County, primarily around amenity open space and parks/ playspace. However, new development will provide opportunities to deliver improvements to existing and create new open space provision either on or off-site. The policy affords protection and takes account of local needs for such facilities and opportunities available for improved and new provision. These are seen across housing allocations H11 (maintain an access to the adjacent playing pitches), H16 (provide a contribution towards the improvements of the existing playing fields immediately to the west</p>	<p><b>a key priority. Consideration should also be given to allowing public access to facilities within school grounds, in order to reduce gaps in access.</b></p> <p><b>SOC9: In Central Durham the need to protect existing facilities and maximise opportunities for securing new open space is key. Consideration should also be given to pooling section 106 contributions to improve the quality and access to existing open spaces, in order to improve their capacity.</b></p> <p><b>SOC10: In Mid, North and</b></p>
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						<p>of the site) and H22 (maintain existing open space to protect privacy). In addition, some of the allocations are in fact required to make open space improvements to be in accordance with the policy (e.g. H5, H11, H16, H25, H26, H37, H38, H39, and H41). This is particularly important for Durham City as the OSNA states meeting the shortfall is unlikely to be achievable unless on-site open space provision is provided. Moreover of the sites audited, several were in need of improvement. (Source: County Durham Open Space Needs Assessment 2017-2035, Durham City Profile, p. 6 &amp; 15). The OSNA is also an important resource because it identifies priorities for each area (e.g. where to enhance existing provision; areas for new provision; opportunities for re-location of open space; and where facilities may be surplus to requirement), which in turn informs the Charging Schedule of the IDP. Overall it is considered that impacts depend on implementation, with the potential for quality and quantity of open space provision to be improved in line with OSNA priorities and policy requirements as well as for deficits to remain with housing allocations placing increased pressure on existing facilities. Depending on the location and type of open space requirements there may also be limited opportunities to deliver improvements. For instance in West Durham the level of shortfalls against the standards is such that it would not be practical or achievable to meet them in a large rural area of this nature (Source: County Durham Open Space Needs Assessment 2017-2035, West Durham Profile, p. 15).</p> <p><u>Healthcare capacity:</u> Pressure on the NHS facilities is a national issue and the situation in County Durham is not too dissimilar. Under the sustainable communities distribution the majority of housing development is located towards the larger towns and villages such as Durham City, Mid Durham, South Durham and East Durham. Whilst most of these mains towns and villages (Mid Durham, South Durham and East Durham) currently have adequate healthcare provision, the addition of the housing allocations to these main towns and villages may have implications for healthcare capacity. This would be especially true in Durham City. This is likely to be further pressured</p>	<p><b>North West Durham there is a need to provide improvements across all typologies of open space and so on-site provision with need developments should be prioritised.</b></p> <p><b>SOC11: In South Durham the priorities will be to ensure that open spaces where there is an existing shortfall, are not made worse by new development i.e. allotments, children's play space and youth play space. Consideration should also be given to</b></p>
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						<p>with the increasing student population (the University projects growth of a maximum of 4,000 students by 2027)<sup>1</sup> as a result of proposed growth plans of Durham University. This would likely put significant pressure on the current general practice and healthcare infrastructure in the City. This is particularly pertinent with regards the current known pressures on the A&amp;E department of Durham University Hospital.</p> <p>In addition, Durham County has an ageing population which will increase from one in five, to one in four by 2035 (Source: Infrastructure Delivery Plan 2018). This will increase the demand for healthcare services with consultation rates in general practises rising substantially.</p> <p>No funding is currently in place to support either capital investment in building clinical space or the recurrent revenue costs to commissioners once the buildings are complete. Overall it is considered that there is the potential for residual adverse effects if improvements are not possible or not phased in accordance with new housing. Such impacts are minimised by the fact that there is 'adequate provision' in Mid and South Durham; East Durham has been the focus of recent/ future healthcare investment; and there are no concerns about the provision in West Durham (Source: Infrastructure Delivery Plan 2018). In addition, Policy 26: Developer Contributions will seek to secure contributions from developers towards the mitigation of any pressures of healthcare from specific development sites.</p>	<p><b>improving the quality and size of facilities nearby to proposed development.</b></p> <p><b>SOC12: In East Durham there is a shortfall in the provision of parks and recreation grounds and youth play space. The need to provide these types of open space on site in new development is a priority for the area. Even where there is sufficient supply of open space, if there are gaps in access that could be reduced/removed, then new on-site provision may still be required.</b></p>
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<sup>1</sup> <https://www.dur.ac.uk/strategy2027/faqs/>

<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓/x	✓/x	Possible	Countywide  Potential for adverse impacts in more rural parts of the County	Potential for permanent  Direct  Indirect	<p>Housing development will inevitably increase traffic levels, however, ensuring that people are able to access jobs, services and facilities easily, by sustainable means such as bus services, walking, cycling and/or car sharing (which should be convenient, of high quality and attractive), is essential in mitigating the impact. As stated under other objectives, access to services/ facilities/ employment/ training is overall likely to be good as housing is proposed on sites in/around the County's larger towns and villages, which will have better service provision and accessibility as a result. Some allocations also seek to provide local centres/ facilities on-site for residents and neighbours (e.g. H5, H18, H19 and H31) which will further reduces the need to travel for certain short day-to-day trips. Importantly the employment land distribution complements the housing allocations (i.e. similar proportions for both housing and employment to individual monitoring areas). If delivered as in intended this spatial approach will help to reduce the need to travel and create sustainable patterns of development (from a transport perspective).</p> <p>It is considered that the proposed housing allocations will assist in ensuring accessibility to services and facilities continues to occur. The majority of the housing allocations are also located close to/nearby train stations and/or have regular bus transport accessibility (H1, H2, H3, H6, H7, H8, H9, H11, H16, H18, H20, H22, H24, H26, H28, H29, H30, H31, H32, H33, H36, H37, H38, H43). Improvements to these services, especially those which are less regular, would be welcomed in more rural locations of the County and would improve the accessibility across the County (SOC4).</p> <p>Due to the scale and location of some of the larger urban extensions (H4 and H5), substantial improvements and contributions to encouraging sustainable transport use are possible. Such requirements provide a higher degree of certainty that improvements will be made. However, the timing of such improvements is critical to their effectiveness and promoting their use.</p> <p>In addition, many of the housing allocations are required to improve pedestrian and cycle routes (H18, H22, and H30). On a site specific basis, mitigation with regards the promotion of sustainable modes of transport (e.g. walking, cycling and public transport) is required in</p>	<p><b>SOC13: Develop masterplans for proposed larger urban extensions to ensure the opportunities to encourage walking, cycling and public transport are maximised and infrastructure provided as required.</b></p> <p><b>SOC4: Ensure development is planned alongside appropriate infrastructure including good public transport facilities and multi-user routes which are convenient and attractive to all users.</b></p> <p><b>SOC14: Work closely with public transport operators to</b></p>
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						<p>order to improve accessibility and permeability of new sites as well as encourage the use of more sustainable modes given current constraints. The policy identifies the following sites require improvements in this regard to address potential issues: H4, H5, H7, H11, H18, H19, H22, H25, H26 and H31).</p> <p>Evidence shows that the current configuration of Durham City's road network will not effectively support the background traffic growth associated with Government projected housing and jobs growth in County Durham without transport interventions. (Jacobs, 'Durham Local Plan: Traffic Impact', 2018). Housing sites (H5, H6, H7, H8, H22, H26, H28, H29, H30, and H37) which will specifically increase traffic on constrained links and junctions and will exacerbate existing local traffic conditions and have impacts on communities have been highlighted. Highway improvements have been suggested as mitigation alongside the allocation which will assist in decreasing adverse impacts.</p> <p>Compared to other settlements in the County, Durham City is the only settlement where sustainable commuter trips rival the numbers of private vehicle trips, with over 40% of trips within the zone being made by a sustainable method (Source: Jacobs, 2016, 'County Durham Travel Patterns: 2011 Census Data Analysis', p. 28). This data also evidences that more than 9,000 people both live and work in the city, the largest working population of all the settlements in County Durham. Durham City clearly has a significant 'pull' for other settlements around the County for work (Source: Jacobs, 2016, 'County Durham Travel Patterns: 2011 Census Data Analysis'), but it is also a key service centre and transport hub. This supports the sustainable communities' options as this affords one of the higher percentages of housing allocations and commitments to Durham City (14%) and other larger towns and villages in South (15%), East (16%) and Mid (16%) Durham. Hence, allocating a greater proportion of housing to these key areas, has the potential to generate benefits in terms of reducing the need to travel and promoting sustainable modes of transport. Housing allocations are also complementary to employment land allocations and sustainable transport options should further be supported as people are located nearer to their employment locations. Therefore, this will allow Durham County Council and other</p>	<p><b>help ensure new developments are well-served and accessible by services.</b></p> <p><b>SOC3: Deliver highways and sustainable transport improvements in accordance with Infrastructure Delivery Plan and policy requirements, which are supported by the Transport Modelling (Jacobs 2018).</b></p>
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							<p>stakeholders to maximise any opportunities for encouraging sustainable modes of transport and decrease reliance on individual car usage. This assessment is also made in light of proposals in the Durham City Sustainable Transport Delivery Plan (2018), which seeks to provide a comprehensive approach to delivering sustainable transport improvements. Given the identified projects in the IDP (2018) there is also potential for improvements across the county (e.g. Cycling Super Routes as well as local walking and cycling routes). This combined with the findings of the Local Plan Viability Study (2018) gives a degree of certainty that such improvements will be delivered. Nevertheless, it is also noted that there will be limitations to encourage sustainable modes of transport in West Durham and more rural parts of the county given potential for improving provision, topography and distances involved.</p> <p>Overall a combination of positive and negative effects have therefore been identified, positive effects being located where development is occurring, with potential negative effects in more rural parts of the County. With larger developments, the timing of infrastructure improvements is key to mitigate against potential adverse effects of housing development.</p>	
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Probable	Countywide , but particular benefits in Mid, South and East Durham	Direct  Long-term, potential for permanent	<p>By delivering growth to the larger towns and villages across the County overall this approach will help to ensure their long-term vitality; and consequently is likely to support regeneration and improvements to local social, economic and environmental conditions. New housing will potentially safeguard some services and facilities and may assist in encouraging new services into areas. It may also improve access to employment/ training opportunities.</p> <p>This policy does seek to distribute a significant proportion of new housing to higher value market area in order to not only ensure the 'right homes are delivered in the right places', but also that such homes are deliverable and will meet the County's identified housing need. Nonetheless, areas where deprivation is a significant issue are not overlooked as result. The table below highlights which housing allocations are located in deprived locations of the County.</p>	-

Deprivation	ID2010 10%	ID2010 10-20%	ID2010 20-30%
Housing Allocation	H6 H25 H28 H29 H37	H24 H33 H36	H1 H7 H8 H18 H26 H32

Given that parts of these Monitoring Areas and/ or settlements are within the top 10-30% most deprived areas nationally, there is greater potential for regeneration benefits in Mid Durham (e.g. Spennymoor and Willington), South Durham (e.g. Bishop Auckland and Newton Aycliffe) and East Durham (e.g. Peterlee, Murton and Thornley) where housing allocations proposed. Such benefits will be supported by housing commitments in these areas. Analysis of 2011 census data also shows that in some settlements where there are low levels of out-commuting (e.g. Spennymoor and Peterlee) and relatively high levels of in-commuting (e.g. Consett), residents also experience high levels of deprivation – some in the top 10%. Directing housing to such settlements is considered likely to help alleviate deprivation and those on lower incomes. Effects are more likely, with the potential for significant positives depending on implementation over the long-term as the quantum of development increases.

Although overall accessibility is likely to be good, the level of access to such opportunities via walking, cycling and public transport as well as distances involved from specific sites and settlements does vary. Access via public transport is particularly important for those on lower incomes or in education as it is likely that private car ownership levels will be lower. Benefits are therefore more likely in places where housing is co-located in the same settlement as employment opportunities. In support of this it is noted that the distribution of employment land broadly complements the housing allocations (i.e. higher levels of housing and employment land allocated in the same monitoring areas).

Nevertheless, some of the larger developments also seek to provide

							local centres/ facilities on-site for residents and neighbours (e.g. H5, H18, H19 and H31). This may direct people away from other town's services and facilities and people may be willing to travel further if the quality or quantity of services were deemed 'better' than existing services. However this is deemed minor.	
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓✓	Probable	Countywide	Permanent Direct Indirect Residual	<p><u>Housing and Employment Distributions/ Accessibility:</u> Importantly the housing allocations broadly reflect the employment land distribution presented in policy 2. This is a key factor in securing positive economic effects as economic growth is likely to support housing across the County. By allocating comparable levels of housing growth with the employment land allocations accessibility to employment opportunities is also likely to be good overall; particularly as housing allocations are focused on the larger towns and villages where employment is either located or there are more public transport opportunities to access employment. For instance, the significant proportion of housing allocated in Durham City (14%), South (15%) and East (16%) Durham is likely to support the strategic level of investment associated with the following employment sites:</p> <p><u>Durham City (3229 homes including commitments):</u></p> <ul style="list-style-type: none"> <li>) Aykley Heads</li> <li>) Integra 61</li> <li>) Meadowfield Industrial Estate</li> </ul> <p><u>South Durham (3455 homes including commitments):</u></p> <ul style="list-style-type: none"> <li>) Newton Aycliffe Industrial Estate</li> <li>) Merchant Park</li> <li>) Forest Park</li> <li>) NETPark</li> </ul> <p><u>East Durham (3616 homes including commitments):</u></p> <ul style="list-style-type: none"> <li>) Jade Park</li> </ul> <p>The co-location of housing within the 'employment hubs' of Durham City and Newton Aycliffe and internationally/ regionally important economic market areas of the A1 and A19 Corridors (ELR 2018) will support new and existing businesses and their future growth. The</p>	<p><b>ECON1: Secure required developer contributions to deliver the necessary infrastructure improvements to ensure new growth is supported by the appropriate level of infrastructure.</b></p> <p><b>ECON2: Deliver highways and sustainable transport improvements in accordance with Infrastructure Delivery Plan and policy requirements, which are supported by the Transport Modelling (Jacobs 2018).</b></p> <p><b>ECON3:</b></p>



						<p>housing allocations also support the creation and safeguarding of more local employment opportunities as well as maintaining/ improving access to them. This is particularly important in either more economically deprived (e.g. North West and Mid Durham) or rural (e.g. West Durham) parts of the County to ensure the economic vitality and resilience is also improved. The comparable distributions of housing and employment is also likely to help reduce levels of out-commuting (e.g. to Tyne and Wear, Sunderland and Tees Valley), which in turn will support the economic vitality of the County by increasing levels of economic self-containment. Overall Policy 3 (Employment Land) intends to protect and support local employers/ economic markets as well as encourage/ secure inward investment in regional/ international markets in order to 'rebalance' the County's economy and make it more resilient. This is considered to be sustainable approach and one that will maximise the county's economic strengths. With a focus on the larger towns and villages in terms of housing and employment development there is potential to raise educational/ employment aspirations and encourage people to stay in the County to work. The broad range and mix of housing types/ size is also likely to support the variety of employment opportunities provided by Policy 2 and vice versa. A key economic benefit of the proposed distribution of both housing and employment is that it has the potential to attract skilled professionals into the County to live/ work, which in turn will help to re-balance the economy. As such, there is the potential for significant positive economic effects over the long-term (residual) as the quantum of development increased over the Plan period.</p> <p><u>Road Traffic Congestion Impacts:</u> Despite such positive economic effects there is the potential for road traffic congestion to reduce them and their likelihood if it is not addressed in accordance with the development of new housing. This is due to the fact that road traffic congestion will make places less attractive for economic investment and have an adverse effect on journey times for goods and staff. Given the current levels of road traffic congestion, levels of in-commuting (i.e. there are notable out-commuting from Central Durham and North West Durham to Durham City) and the proposed level of growth for housing as well as employment, this is a pertinent issue for Durham City. Based on transport modelling evidence (Jacobs, 'Durham Local Plan: Traffic Impact', 2018) the policy requires some</p>	<p><b>Develop masterplans for proposed larger urban extensions to ensure the opportunities to encourage walking, cycling and public transport are maximised and infrastructure provided as required.</b></p> <p><b>ECON4: In order to enhance positive effects opportunities to utilise local goods and labour should be sought.</b></p>
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							<p>allocations to contribute to normal infrastructure and subject to viability an additional contribution to the Western Relief Road (i.e. H5, H7, H8, H22, H26, H27), access to a new roundabout from the A690 with additional calming to be provided on this road (H22), suitable noise attenuation adjoining the A688 (H29), a new junction of the A167 and redesign of the existing junction at the North end of newton Aycliffe and Rushyford roundabout (H30) and improvements to the junction of the A19 and A1018. These mitigation measures will help reduce road traffic congestion and impacts from the proposed housing allocations. This will indirectly benefit businesses in the County, including the large towns and villages where housing is concentrated and for those that require goods/ staff to travelling through these areas at peak times. The specific strategic and non-strategic schemes identified within the policy and Infrastructure Delivery Plan 2018 for highways improvements in the city and in combination with the proposals presented in the Durham City Sustainable Transport Delivery Plan provide ensure that the necessary mitigation will be delivered with regards to maintaining/ improving traffic flows in/ around the city.</p> <p>Infrastructure improvements to support this level of growth and appropriate mitigation are critical to avoid adverse economic effects and should be phased in accordance with new development to minimise potential adverse impacts. If not effectively addressed, road traffic congestion could also indirectly adversely affect how people access and experience the city's historic core; and thereby the important visitor economy associated with Durham Cathedral and Castle World Heritage Site.</p> <p>The construction of housing and associated infrastructure will provide employment opportunities and new populations will support the economic vitality and viability of towns. The development of the allocations will also assist in retaining local services and facilities and associated employment.</p>	
<b>8. To reduce the causes of climate change</b>	<b>x</b>	<b>x</b>	<b>✓</b>	Probable Possible	Countywide	Direct Indirect Permanent Residual	<p>New development, will likely increase carbon emissions through construction and in-use emissions. Given the quantity of new development proposed certain negative impacts have been identified, especially over the development period (short-medium term). Essentially, the policy does not help the reduction in energy demand,</p>	<b>ENV1: Secure developer contributions to ensure sustainable</b>

						<p>as essentially the policy aims to increase housing (excluding commitments) by 5380.</p> <p>To overcome the increased demand on energy, modern building regulations will ensure new homes are likely to be significantly more energy efficient compared to existing homes and premises in the County. Potential positives in carbon reduction will be supported through other policies within the Plan (Policy 30: Sustainable Design) in addition to Local Plan policies to encourage and achieve higher standards. This ensures all development proposals will be required to achieve well-designed buildings and places, making them resilient; promoting low and zero carbon buildings; encouraging the use of renewable and low carbon energy; and minimising the use of non-renewable and unsustainable resources. Given the scale and location of some of the larger urban extension there may be substantial opportunities to integrate renewable energy schemes into new development. This would help to minimise the likelihood and severity of effects identified against this objective; particularly over the long-term.</p> <p>The distribution of housing supports the sustainable communities' options. This affords one of the higher percentages of housing allocations and commitments to Durham City (14%) and other larger towns and villages in South (16%), East (16%) and Mid (16%) Durham. Hence, allocating a greater proportion of housing to these key areas, such as Durham city, has the potential generate benefits in terms of reducing the need to travel, reducing community distances and promoting sustainable modes of transport (see objective 5). The proposed location of housing development, particularly in relation to employment/ services/ facilities is nonetheless important because the sustainable communities dispersion ensures closer proximity to such locations which encourage the use of sustainable transport measures, and therefore mitigates carbon emissions from individual car use. Some allocations also seek to provide local centres/ facilities on-site for residents and neighbours (e.g. H5, H18, H19 and H31) which will further reduce the need to travel for certain short day-to-day trips. Further, access is likely to be good overall as housing allocations focus on the larger towns and villages in the County and employment land distribution broadly complements the housing distribution (i.e.</p>	<p><b>transport infrastructure and require improvements to the major roads network are delivered.</b></p> <p><b>ENV2: Ensure new housing development is phased in accordance with the delivery of required infrastructure and sustainable transport improvements.</b></p> <p><b>ENV3: Local Plan policies to ensure sustainable construction methods and high-levels of energy efficiency are pursued.</b></p> <p><b>ENV4: The feasibility of renewable energy, including the delivery of</b></p>
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							<p>higher levels of housing and employment land allocated in the same monitoring areas). Many of the housing allocations are also required to improve pedestrian and cycle routes (H18, H22, and H30) which promotes the use of sustainable means of transport. These mitigation measures around accessibility, permeability and encouragement of sustainable transport measures will need to be incorporated as part of the development for true effectiveness. Nonetheless the potential for the need to travel to be reduced by the spatial distribution of housing compared to employment, services and facilities in combination with proposals for the improvement/ promotion of sustainable transport infrastructure, has enabled the severity of such impacts to be reduced over the long-term.</p> <p>However, there is potential for negative effects, especially in more rural areas such as the West, where a smaller percentage of housing has been proposed (4%). This is due to these areas being less available with services and facilities and less well connected by sustainable means of transport, such as bus and train facilities (see objective 5). Considering the comparatively high proportion of housing proposed for Mid, South and East Durham as well as existing commuting patterns, it is likely that Durham City, Tyneside, Sunderland and Tees Valley will continue to have a significant 'pull' in terms of employment.</p> <p>Some of the proposed housing allocations also afford protection to natural green infrastructure that can contribute to the absorption of carbon dioxide (H22, H26, H30, H31, H37, H38 and H43). If mitigation measures are not taken into account or are not effective, there is potential for an increase in carbon emissions as a result of development. Therefore masterplanning will be essential to ensure plans are effective at carbon reduction.</p>	<p><b>district heating, should be explored and viable opportunities exploited where possible.</b></p>
<p><b>9. To respond and enable adaptation to the inevitable impacts of climate change</b></p>	✓	✓	✓	Possible	Countywide	<p>Direct Indirect Permanent</p>	<p>Even though flood risk is a constraint on development, new developments present the best opportunities to manage the risk of surface water flooding, particularly the development of combined sewer networks. The Strategic Flood Risk Assessment (2018) identifies that none of the proposed allocations are within a flood zone. However, some of the sites are known to have surface water flooding issues that will need to be addressed. The supporting text of the policy clarifies that, where relevant, all housing sites will be required to include sustainable drainage features to mitigate for run-off and flood</p>	<p><b>ENV5: Ensure that new development and key infrastructure is resilient to climate extremes (e.g. flooding, hotter</b></p>

							<p>risk. H19 for example, has a stream running through it, and this feature could form part of a SUDs solution for the development. As such it is unlikely that the allocations will increase the risk of/ from flooding.</p> <p>However, surface water flooding is a significant issue within parts of Durham City and on some strategic/ major transport routes (e.g. A19, A691, A68, A167, etc.); and thus new development focused upon these areas or that will use these routes will need to be carefully planned to ensure that adverse impacts of and on development and infrastructure are minimised (direct and indirect impacts). It is nonetheless recognised that locating development within close proximity to existing jobs and infrastructure is likely to mitigate some issues especially if appropriate walking, cycling and public transport options are available. The IDP (2018) also identifies strategic flood prevention schemes that are due to be delivered to support the Plan and help to minimise the risk of flooding – e.g. Chester le Street Culvert Project and the Durham City Flood Mitigation Scheme.</p> <p>Impacts in terms of climate resilience will be covered by other policies within the plan (Policy 30: Sustainable design) and will be determined by the design of new development.</p> <p>As for commitments, planning permission would not have been granted unless development was acceptable in flood risk terms (i.e. no risk or a site assessment carried out and proposed mitigation agreed). However, where mitigation is required, its effectiveness in minimising flood risk will depend on implementation.</p>	<p><b>summers, colder winters, etc.).</b></p> <p><b>ENV6: Council to work in partnership with AAPs and communities to develop methods to make them more resilient to flooding events.</b></p>	
<b>10. To protect and enhance biodiversity and geodiversity</b>	<b>x</b>	<b>x</b>	<b>xx</b>	<b>x</b>	Probable Possible Probable	Countywide	Direct Indirect Permeant Residual	<p>Through the SHLAA process all proposed sites have been subject to detailed assessment in order to identify development constraints and required mitigation which has subsequently informed their suitability for housing, design and estimated yields. None of the housing allocations will result in direct land taken from protected sites. Although there may be opportunities to mitigate adverse ecological impacts and afford protection to a certain extent in some parts of the County.</p> <p>Nevertheless it is believed the overall the impact on biodiversity is likely to be adverse. This is primarily due to the fact that overall housing development will result in the loss of approximately 274 ha of Greenfield land and 69 ha of brownfield land (which is not necessary free of protected species/ habitats). Whilst much of this land will not be</p>	<b>ENV7: Based on site-specific surveys, develop masterplans for the larger urban extension sites to ensure necessary mitigation measures are</b>

						<p>strategically important the cumulative and potential local impacts, including result in loss/ fragmentation of habitats and disturbance or increased predation and recreational pressure on species. This assessment is also made on the basis that a number of sites, individually and cumulatively, have the potential to indirectly impact upon designated sites, habitats (e.g. Local Nature Reserves, Local Wildlife Sites), and protected species (e.g. European, nationally and locally/ BAP protected).</p> <p>Moreover research was undertaken to inform the SHLAA process that identifies potential for adverse impacts on habitats/ species. Examples of locations which should be 'avoided' to protect important biodiversity and geodiversity value are SSSI's National Nature Reserves, Local Nature Reserves, Local Wildlife Sites, Ancient Woodland and areas where protected or priority species exist. If development is permitted in these areas it should be appropriately mitigated for, or as a last resort, compensated for (see Policy 42: Biodiversity and Geodiversity).</p> <p>Please see individual Monitoring Area assessments for further specific issues and mitigation below:</p> <p><u>Durham City:</u> H2, H3, H4, H5 and H6 are all located within 800m of a Local Wildlife Site and therefore pose a threat to biodiversity and geodiversity value. H5 could have significant effects, being located on a site that has BAP and protected habitats. Therefore mitigation will be required. The policy requires some mitigation on potential sites that are thought to cause adverse impacts such as H4. Here, the policy aims to reinforce existing landscape and woodland edge planting of Hoopers Wood. For mitigation methods for H5 and H6 see Policy 5: Durham City's Sustainable Urban Extensions.</p> <p><u>Central Durham:</u> H7 and H8 are located further than 800m of a Local Wildlife Site (Lower Browney Valley). Therefore these sites should have a lesser impact to the Local Wildlife site that sites within 800m. Nevertheless, these sites will require ecological surveys and potentially specific mitigation.</p>	<p><b>incorporated and their site layout and design is of high-quality.</b></p> <p><b>ENV8: Applications for new housing development to be delivered in accordance with site-specific mitigation and be supported by an ecological survey where necessary in order to determine presences/ absence of protected species and any required mitigation measures (e.g. through site design, layout, operation, restoration, etc)</b></p> <p><b>ENV9: Allocations in East Durham to</b></p>
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						<p><u>North Durham:</u> No site specific ecological constraints were identified for housing allocations in North Durham.</p> <p><u>Northwest Durham:</u> H19 is located within 800m of a Local Wildlife Site. Nevertheless the policy highlights that development of the site will include structural planting along the South boundary to help mitigate the impacts.</p> <p><u>Mid Durham:</u> H24, H25, H26 are located within 800m of a Local Wildlife Site. H25 will be required to incorporate open space and landscaping within the Northern Part of the Site to maintain visual separation between Tudhoe Village Conservation area and Spennymoor. In addition, H26 will be required to provide structural planting along the southern and eastern boundaries.</p> <p><u>South Durham:</u> H30 has Great Crested Newts (GCN) located onsite. These are a European Protected species. Therefore, to mitigate against potential adverse impacts, significant structural planting is required along the entire perimeter of the site. Other housing allocations in this delivery area further pose a threat to this objective, being H31 (located by Byerley local nature reserve) and H33 (located by The Moor local nature reserve). To provide separation between the H31 and the local nature reserve significant structural planting in the order of 30-50m wide along the western boundary is required. No mitigation measures have been proposed in the policy for H33. <b>(ENV10).</b></p> <p><u>East Durham:</u> H37 and H38 are located within 800m of a Local Wildlife Site. H36 is also located 283m from Castle Eden Dene SSSI and National Nature Reserve. To account for this, the policy requires provision of new or improved green infrastructure to contribute to coastal access measures to offset recreational pressures to satisfy Habitat Regulations Assessment (HRA) for the housing allocations in East Durham.</p> <p><u>West Durham:</u></p>	<p><b>provide new or improved green infrastructure and/ or contribute to coastal access measure to offset increased recreational pressure in accordance with policy requirements and the Council's adopted 'Habitat Regulations Assessment: Developer Guidance and Requirements in County Durham' (2017).</b></p> <p><b>ENV10: Provide mitigation measures to ensure the protection of the Moor Local Nature reserve (H33).</b></p>
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						<p>H43 is located within 800m of a Local Wildlife site. The policy requires this development to retain and enhance the existing structural landscaping. In addition, most sites will be required to carry out ecological surveys and potential specific mitigation. The specific mitigation strategies mentioned above will attempt to minimise adverse impacts. In addition, all major housing sites should be required to incorporate biodiversity and create priority habitat. Net gains should be sought where possible in line with Policy 42: Biodiversity and Geodiversity.</p> <p>The Habitat Regulations Assessment of the Plan has demonstrated that recreational pressure from new development is likely to have adverse impacts on Durham Coast SAC and Northumbria Coast SPA. As such, it has developed a mitigation strategy in support of the Plan in order to enable development to be delivered in East Durham. To this effect the Council has drafted and adopted developer guidance in support of the Plan to provide clarity on specific on and off-site requirements and what financial contributions will be sought. 'Habitat Regulations Assessment: HRA Developer Guidance and Requirements in County Durham' (2018). With such an approach it is considered that the potential significant adverse effects on European protected habitats and species will be avoided and/ or mitigated. Even though housing commitments are acceptable in biodiversity terms on a site-specific basis as they have been approved through the development management process, it is considered that there is the potential for cumulative adverse effects in line with narrative above. As the quantum of development across the County increases, and with time required to enable mitigation to become effective (e.g. structure planting, habitat creation, improved green infrastructure, etc.), significant adverse impacts in the medium-term are possible. However, if mitigation is phased out over the development, only adverse impacts will be possible as protection has been afforded to the species and habitats at risks. Over the long-term it is considered that mitigation measures will help to minimise such effects. The policy only sets out mitigation measures to protect areas which are affected by the housing allocations, and does not appear to aim to enhance the habitats and species within these locations. Therefore, although some protection is afforded, development of the allocations are likely to</p>	
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							result in adverse impacts.	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓/x	✓/x	x	Probable	Countywide	Direct Permanent Residual	<p>Although there may be opportunities to mitigate adverse landscape and townscape impacts, overall impacts are likely to be adverse over the medium and long-term as the quantum of development increases. This assessment is primarily driven by the quantity of development (i.e. loss of approximately 274 ha of Greenfield land, scale/ location of sites and potential effectiveness of mitigation measures (e.g. structure planting to screen and ‘soften’ development).</p> <p>Through the SHLAA process all proposed sites have been subject to detailed assessment in order to identify development constraints and required mitigation which has subsequently informed their suitability for housing, design and estimated yields. Landscape areas can be defined as 1.Urban/Developed, 2. Landscape Improvement Area, 3. Landscape Conservation Area and 4. Strategy: Conserve. Please see individual Monitoring Area assessments for further specific issues and mitigation below:</p> <p><u>Durham City:</u> H1 and H4 are located on land that is partly identified as LCPA (dene) and partly Urban (skid pan area). Therefore the housing allocation could improve the visual quality of the area, as long as the land to the south is enhanced, which would mitigate against the visual impacts. H4 highlights this in the policy that development will have to reinforce existing landscape/woodland edge planting. H2 and H3 are unlikely to have significant residual landscape and visual effects. H5 will lead to a large incursion into the open countryside, likely to have some significant residual landscape and visual effects by virtue of its scale. Both H5 and H6 require robust internal and perimeter structural landscaping. Landscape and visual effects increase progressively to the north and west. Effects on Green Belt need to be assessed separately (please see Policy 5: Durham City’s Sustainable Urban Extensions).</p> <p><u>Central Durham:</u> H7 and H8 will have little impact on the townscape and landscape. The Western half of the H8 allocations lies within the AHLV. Nevertheless, development would have no significant impact on the</p>	<p><b>ENV7: Based on site-specific surveys, develop masterplans for the larger urban extension sites to ensure necessary mitigation measures are incorporated and their site layout and design is of high-quality.</b></p> <p><b>ENV8: Applications for new housing development to include a landscape and visual impact assessment to determine potential impacts on the local landscape/ townscape and in order that adverse impacts are either avoided</b></p>



						<p>AHLV. H8 also offers the opportunity to enhance the area if developed in conjunction with adjacent H7 to fully resolve settlement edge.</p> <p><u>North Durham:</u> Little to no impact, housing allocation is on previously developed land.</p> <p><u>Northwest Durham:</u> The housing allocations in Northwest Durham could potentially have an adverse impact, however through appropriate mitigation this can be reduced. For example H16 should retain the mature trees in south-west. H18's impacts could be reduced by developing substantial structural landscaping to southern perimeter and internal planting to assimilate roof-scape. This would take time to be effective, however is highlighted in the policy as a mitigation measure.</p> <p><u>Mid Durham:</u> The housing allocation is located East of Mown Meadows LCPA, west LIPA. To minimise the impact, the policy requires the development to provide significant structural planting (in the order of 30-50m wide along the north and western boundary. H25 also poses landscape issues as the location contains mature trees and woodlands. However, policy also affords for the development to incorporate open space and landscaping in the northern part of the site.</p> <p><u>South Durham:</u> Potential future landscape implications for residents due to the close proximity to the A688 for Housing Allocation H29. However this has been mitigated for in the policy for suitable noise attenuation and reinforcement of the existing planting along the eastern boundary. H30 is a major urban extension into attractive open countryside but due to flatness of terrain and shallowness of views it could be accommodated with relatively low visual impacts, and low impacts on wider landscape character, if development is carefully phased and incorporates substantial perimeter woodland planting belts otherwise significant adverse residual impact. The policy requires the development to have significant structural planting along the entire perimeter of the site (<b>ENV11</b>).</p> <p><u>East Durham:</u> H36 is a large open site with a strong street frontage in a key location in the centre of the town. This housing allocation will result loss of</p>	<p><b>or appropriately mitigated (e.g. through site design, layout, materials, massing, etc.).</b></p> <p><b>ENV11: Provide clarity for H30 as to what 'significant structural planting' is. Other sites require planting in the order of 30 to 50 metres wide.</b></p>
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						<p>playing fields for recreations/sport an issue, sensitive site adjacent to the dene development needs to consider this setting, existing trees and hedges surround the site which should be retained, layout, density, scale and housing design must be appropriate to the context of the site with green features incorporated into the layout. These mitigation measures are highlighted in the policy.</p> <p><u>West Durham:</u> H43 requires the retention and enhancement of the existing structural landscaping over the quantum of development to afford protection to the landscape.</p> <p>As described, the policy includes site specific mitigation to address the identified landscape and townscape constraints associated with the housing allocations. It is considered that proposed mitigation measures will enable significant adverse impacts to be avoided/mitigated. Although mitigation may be possible on these sites, residual adverse landscape impacts are likely to remain (e.g. visual impacts, impacts on designations, etc.) give the fact that development will result in substantial changes in the development footprint of some areas of the County.</p> <p>There is the potential for positive effects in terms of improvements to townscapes given the number of small sites allocated on previously developed land. In total approximately 69 ha of brownfield land will be redeveloped as a result of this policy. Re-development of such sites could nonetheless have negative impacts depending on scale, massing, design etc. This combined with probable adverse landscape impacts has determined that in the short-term effects are likely to depend on implementation. Potential positive townscape effects are likely to be outweighed by landscape impacts over the Plan period.</p> <p>It is also recognised that this policy requires the release of land from Durham City Green Belt to deliver housing allocations H5 and H6. In determining whether Exceptional Circumstances exist, a planning balance exercise was undertaken ensuring that any harm to the green belt was given substantial weight. The Exceptional Circumstances Note provides substantial detail on this point and presents the specific required compensatory environmental quality and accessibility</p>	
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							<p>improvements to the remaining green belt. It is considered that these have the potential to reduce the severity of the landscape impact of removing land from the green belt. As such, it is considered that combined with proposed site-specific mitigation measures for allocations H5 and H6 significant adverse effects have been avoided/mitigated in this instance.</p> <p>It is assumed that the housing commitments have been deemed acceptable in terms of landscape and townscape impacts (i.e. no impact or mitigation agreed); and so their impact is arguably negligible on this objective. However, there is the potential for cumulative impacts of these sites to combine with the allocations. Due to the quantity of development overall it is considered possible that such cumulative impacts to be adverse. Given the variety in scale and location (greenfield/brownfield) of allocations and commitments, it is nonetheless recognised in the short and medium-term there is some potential for positive effects on landscapes and townscapes (e.g. regeneration, enhancement of local distinctiveness, improvements to local landscape, etc.). Nevertheless as development is phased out, adverse impacts are predicted as housing allocations and associated infrastructure are implemented.</p>	
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓/x	✓/x	✓/x	Probable	Countywide	Direct Indirect Permanent	<p>Although there may be opportunities to mitigate adverse impacts on the heritage and historic environment, overall impacts are likely to be adverse over the medium and long-term as the quantum of development increases. This assessment is primarily driven by the quantity of development e.g. the scale and location of potential sites.</p> <p>Through the SHLAA process all proposed sites have been subject to detailed assessment in order to identify development constraints and required mitigation which has subsequently informed their suitability for housing, design and estimated yields.</p> <p><u>Durham City:</u> H4 has potential constraints due to the location within the setting of WHS. Therefore to protect setting of Durham WHS, screening may be required through reinforcing the existing woodland edge planting. Housing allocation H5 is adjacent to Sniperley Hall (listed building). Sniperley Hall is of local significance and the farm is an attractive</p>	<b>ENV7: Based on site-specific surveys, develop masterplans for the larger urban extension sites to ensure necessary mitigation measures are incorporated and their site layout and design is of high-quality.</b>

						<p>group. Their settings would be affected by development becoming rural buildings in a suburban context. This could be mitigated to some extent by the use of structured planting in the area adjacent to Sniperley Hall. The site does not form part of the setting to the World Heritage Site, and is not part of the visual environment of the historic core on account it is screened from view by intervening topography and buildings. There are several sites of archaeological interest known from aerial photographic evidence so the presence and identification of archaeological features at the site will need to be investigated further through geophysical survey and subsequent investigation as necessary.</p> <p>H6 has no heritage sites within the allocation, however there is a cluster of premises of historic significance at Old Durham, to the west of the site: the Tithe Barn, a retaining wall and gazebo, which are Grade II listed, and Old Durham Gardens, which is Grade II on English Heritage's list of historic parks and gardens. Although development of this site would have a limited impact upon their setting, with such assets in close proximity to the site and with several PROW providing access they may be adversely affected by the site's development via footfall and vandalism (See Policy 5: Durham City's Sustainable Urban Extension). Considering the scope and nature of historic environment impacts it is likely that the policy requirements will enable significant adverse impacts to be avoided/ mitigated. This is particularly important in relation to allocations H4, H5 and H6 where there is potential for adverse impacts on a designated asset of the highest significance – i.e. Durham Cathedral and Castle WHS.</p> <p><u>Central Durham:</u> No impact.</p> <p><u>North Durham:</u> H11 is 300m from a Grade II listed Newfield Farm to East but unlikely to be affected.</p> <p><u>Northwest Durham:</u> The H16 site lies approximately 370 m to the east of Blackhill Conservation Area. The site seems suitable for a residential development but given its close proximity to the Conservation Area development may have an impact in medium and longer distant views. In addition development would need to be appropriate to the sites</p>	<p><b>ENV8: Where appropriate, applications for new housing development should include a statement of significance setting out potential impacts on designated and non-designated heritage assets as well as justification why any impact is necessary and reasonable.</b></p> <p><b>ENV9: All sites over 1ha will require a pre-application assessment and evaluation to determine presence/absence of archaeology and its significance.</b></p> <p><b>ENV12: Provide protection to the trees around the site boundary of</b></p>
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						<p>context and local character however this will be achieved through masterplanning. The trees around the site boundaries are important features in the streetscene and provide natural screening which should be retained. This should be highlighted within the policy (<b>ENV12</b>).</p> <p>H20 is located approximately 320 m to the east of Shotley Bridge Conservation Area. Residential development is highly unlikely to impact upon the setting of the nearby Conservation Area given the existing built form between them. The site seems like a logical expansion of the urban area given that it is surrounded by housing; it would be important to retain the trees/hedgerows around the site boundaries as these have amenity value and a screening function. This should be highlighted within the policy (<b>ENV12</b>).</p> <p><u>Mid Durham:</u> H22 is in the setting of a conservation area and it over 1ha. Therefore this site will require an archaeological survey. H25 is the Tudhoe Conservation Area, Church of St Charles (grade II). However by maintaining visual separation between the Tudhoe Village Conservation area and Spennymoor this should be protected.</p> <p><u>South Durham:</u> H29, H30, H31 and H32 are over 1ha and therefore will require an archaeological survey. No other known constraints.</p> <p><u>East Durham:</u> H36 and H38 are over 1ha and therefore will require an archaeological survey. No other known constraints. H37 in setting of Grade I listed Church of St Mary to north of site.</p> <p><u>West Durham:</u> H43 is in setting of Wolsingham Conservation Area, which includes several listed buildings. Therefore, harm could be mitigated through landscaping and design approach, as indicated within the policy, especially roofscape as land rises all around the site.</p> <p>The policy includes site specific mitigation to address the identified historic environment constraints associated with the housing allocations. In addition, the majority of the allocations are not</p>	<p><b>H16 and H20 in the policy.</b></p>
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							<p>constrained by the historic environment and in some cases there may be opportunities for enhancements to assets and/ or their setting (H4, H2, H3, H7, H8, H11, H17, H18, H19, H22, H24, H26, H29, H30, H31, H32, H33, H36 and H38). Some sites pose an impact to the historic environment and heritage, however through appropriate mitigation methods, these impacts can be alleviated and/or reduced (H4, H5, H25 and H43). The remaining sites are those that are believed to affect the historic and heritage environment. By proposing further mitigation methods in the policy these adverse impacts could be mitigated (H6, H16, H20 and H37) (ENV13).</p> <p>Even though housing commitments are acceptable in historic environment terms on a site-specific basis as they have been approved through the development management process, it is considered that there is the potential for cumulative effects, both positive and negative, depending on implementation (e.g. significance of asset; scale, massing and design proposals; extent of impact, etc.). Overall, therefore it is concluded that there is the potential for both positive and negative impacts on the historic environment.</p>	
<b>13. To protect and improve air, water and soil resources</b>	<b>x</b>	<b>x</b>	<b>✓/x</b>	<p>Possible adverse (air)</p> <p>Minor (water)</p> <p>Certain adverse (soil)</p>	Countywide Durham City	<p>Direct</p> <p>Indirect</p> <p>Permanent</p>	<p><u>Air:</u> As previously stated, there is the potential for access to services/ facilities/ employment to be good given that housing allocations are (a) distributed to the larger towns and villages across the County which will have a better level of services/ transport options (see objective 5) (b) comparable to the distribution of employment land (i.e. high levels of housing within the same monitoring areas as higher levels of employment opportunities) (see objective 7). However, the impact of this will likely depend on implementation, depending on delivery of and modal shift towards sustainable modes of transport. As stated above, there may be limitations on how effective mitigation can be in reducing the need to travel and promoting sustainable transport in relation to specific allocation (e.g. more rural parts of the County).</p> <p>However, site specific mitigation within this policy to encourage walking, cycling and use of public transport along with proposed in the Durham City Sustainable Transport Delivery Plan (2018) and specific schemes detailed in the Infrastructure Delivery Plan (2018) there is the potential for improvements to the AQMA over the long-term if necessary infrastructure is delivered and phased in accordance with</p>	<p><b>ENV1: Secure required developer contributions to deliver the necessary infrastructure improvements to ensure new growth is supported by the appropriate level of infrastructure.</b></p> <p><b>ENV2: Ensure new housing development is phased in accordance</b></p>

						<p>new development. A study estimate air quality conditions will improve in Durham City over the period 2017-2037, largely due to improvements in vehicle emissions outweighing increases in the number of vehicle journeys (Source: AECOM (2018), Durham County Council Local Plan Air Quality Modelling, pg.8). This in conjunction with the Council's implementation of the Air Quality Action Plan should improve air quality. As such, impacts over the long-term depend on implementation.</p> <p>In addition, modern building regulations will likely ensure new homes are more energy efficient compared to existing homes. With Policy 30: Sustainable Design, new buildings should seek to achieve zero carbon buildings providing renewable and low carbon energy. This could lead to improvements in localised air quality (see objective 8).</p> <p><u>Water Quality:</u> The presence of Kielder and Cow Green Reservoir ensures that there is enough water to support growth across all options over the Plan period. Any increase in additional water abstraction from the Magnesian Limestone Aquifer is likely to exacerbate existing supply issues and consultation with the Environment Agency would be required in respect of this. The Water Cycle Study (2018) identifies that there are either no volumetric capacity issues or recent investment has addressed concerns. As such, in waste water terms impacts are likely to be insignificant with appropriate infrastructure to support growth. Although no allocations are within identified flood zones according to the Strategic Flood Risk Assessment (2018), some at susceptible to surface water flooding. However, again each allocation was subject to site assessment through the SHLAA process and so policy requirements see to address flooding issues where relevant. The supporting text also confirms that all sites will need to include SUDS to mitigate for run-off and flood risks. It is therefore considered that impacts on water quality and flood risk are likely to be minor.</p> <p><u>Soil:</u> Development of the proposed housing allocations would result in the loss of approximately 274 ha of Greenfield land, much of which is classified as Grade 3 (good/moderate) agricultural land. The gross site area has decreased from 296 ha at the Preferred Options stage and therefore has decreased impact to a further 22ha of Greenfield land.</p>	<p><b>with the delivery of required infrastructure and sustainable transport improvements.</b></p> <p><b>ENV13: Require larger sites to undertake a soil assessment to ensure large areas of best and versatile soils are not being lost.</b></p>
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							<p>Although soil resources can be protected to a certain extent by policy requirements (e.g. structure planting, retention of important trees and hedges), the loss of agricultural land cannot be mitigated. Given that the loss of best and most versatile agricultural land is an important issue it would be of good practise to qualify how much Grade 3 agricultural land will be lost. Therefore, larger sites should be subject to soil assessment to identify where significant development is occurring, and removing/protecting such soils. This would be in line with the NPPF (paragraph 170 b including footnote 53) (ENV13).</p> <p>It is recognised that approximately 69 ha of brownfield land will be used to accommodate housing over the Plan period. This is likely to assist in the remediation of previously developed land and may even address contamination issues on some sites. This fact is considered to lessen the severity of impacts on soil resources, however, residual adverse effects are still considered likely.</p>	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	x	x	x	Certain	Countywide	Permanent	<p>Arguably the policy does not help to reduce the amount of waste produced, as this would likely increase as the number of households increase. This has nonetheless been taken as a given and protection will be afforded through other policies within the plan (Policy 48: Sustainable Minerals and Waste Resource Management).</p> <p>Due to the level of new housing proposed, as well as associated infrastructure (e.g. schools, roads, etc.), it is certain that they will directly increase waste arisings across County Durham; both from construction and operation. As the quantum of development increases over the Plan period this is likely to become more significant. As such, overall adverse impacts have been identified.</p> <p>However, it is a Council and Local Plan priority to ensure that residential and commercial waste is managed in accordance with the waste hierarchy (i.e. Reduce, Re-use, Recycle, Recovery, and Disposal). Given the current situation where the majority of the County's waste is managed higher up the waste hierarchy (e.g. used to feed energy from waste facilities), it is considered likely that a significant proportion of waste produced will avoid landfill (see Policy 48: Sustainable Minerals and Waste Resource Management). The County's approved landfill capacity has also been declining over recent years and this trend is set to continue; particularly in light of</p>	-



							increasing landfill tax charges. In addition to the adoption of sustainable waste management techniques, the adoption of sustainable construction methods could further increase the resource efficiency of development. Given the dispersed settlement pattern across the County, there is a decentralised network of waste transfer stations positioned across the County. This should mean that there is convenient access for the proper management of household waste.	
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	Probable	Central Durham, South Durham, East Durham and West Durham	Potential for long term effects due to working period of quarry sites	<p>All options will increase the need for minerals and aggregates due to the quantum of new development proposed. However, community impacts will depend on the proximity of new housing to active quarry sites as well as how sites are operated and how materials transported. Policy 49: Safeguarding Minerals Sites, Mineral Related Infrastructure and Waste Management Sites ensures the protection of non-mineral and non-waste sites from mineral and waste development and vis versa. This policy sets out distance limits for safeguarding zones. The starting point for the identification of minerals and safeguarding zones has been set at 250m zone around all mineral sites, 100m around mineral processing infrastructure and 250m around all landfill sites. Therefore this affords protection to the housing allocations for potential adverse impacts from mineral extraction. Therefore, given the distribution of housing proposed through the allocations, community impacts are overall considered to be minor.</p> <p>Through the SHLAA process all proposed sites have been subject to detailed assessment in order to identify development constraints and required mitigation which has subsequently informed their suitability for housing, design and estimated yields. Research was conducted to identify the proximity of the housing allocations to mineral sites. Evidence demonstrates that none of the proposed allocations are within a mineral safeguarding area. As such no/ minor effects have been identified. Mineral safeguarding areas largely relate to Magnesian Limestone in the East/South and Central Delivery areas, Sand and Gravel in the South and West and Carboniferous Limestone and Dolerite in the West. There may be a need to meet the supply through importation of minerals, with associated positive and negative impacts for County Durham and supporting local authority areas.</p>	-

## Policy 5: Durham City Sustainable Urban Extensions

SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	✓	✓✓	✓✓	Probable	Durham City	Permanent Direct	<p>Out of the 28 housing sites allocated through Policy 4, Policy 5 provides detail of two sustainable urban extensions which will support these housing allocations. These will be required to meet the criteria of Policy 15: Addressing Housing Needs. Together Sniperley Park (1700) and Sherburn Road (420) have the potential to provide a strategically important level of housing in County Durham over the Plan period. It is considered that these sites will help to maximise the delivery of affordable housing by locating development in the highest viability areas, where there is also greater certainty that housing will be delivered and built-out relatively quickly which will boost the local housing supply.</p> <p>The policy intent with regards to the provision of affordable housing delivery is also supported by the Local Plan Viability Study (2018), which demonstrates that Durham City is one of the highest value market areas in the County and so can demand 25% affordable housing (in accordance with Policy 15). The SA Scoping Report identifies that the delivery of affordable and older persons housing is currently a challenge and will continue to be without the Plan; particularly given the County's ageing population and the need for affordable housing. Sherburn road is also intended to assist in the regeneration of the existing estate by offering a greater diversity of housing offer within the area (criteria n). Analysis also identifies a lack of 3 and 4 bedroom homes, detached properties and bungalows in the County Durham housing market (Source: Local Plan Viability Study, 2018). The supporting text highlights that to cater for the different groups including families with young children, older people, people with disabilities, self-builders, and the sites will be developed by a number of builders. This is to ensure a variety of products are provided across the sites. Given the location of Sniperley Park and Sherburn Road it is more likely that such properties can be delivered; enabling future development to address identified mismatches in the housing market and</p>	-

						<p>reflect household aspirations.</p> <p>Policy requirement (h) also recognises the potential for renewable energy to be incorporated into the Sniperely Park development, which has the potential for significant benefits in terms of helping to ensure that new homes are energy efficient and energy bills are cost-effective. With the proximity of the site to Lanchester Road Hospital and Aykley Heads, the opportunities for a district heating network are recognised.</p> <p>Therefore, Policy 5 will deliver modern, well-designed places built to current building standards (e.g. Part L) and provide an appropriate mix of size and tenure of housing that will not only contribute to achieving social and economic aspirations, but also help meet the County's identified housing needs; particularly for affordable and older person's housing.</p>	
2. To promote strong, secure communities	✓/x	✓/x	✓	Probable	Durham City	<p>Temporary, potential for permanent</p> <p>Direct</p> <p>Indirect</p> <p>Residual</p> <p>Based on a robust assessment process to date in terms of site identification and the resultant specific mitigation requirements that have been established, it is considered that it is probable for development of these two strategic sites to deliver cohesive communities over the long-term. This is primarily due to the requirement for the sites to be comprehensively masterplanned and have a phased approach of supporting infrastructure and services (e.g. highways, schools, local centre, community building, multi-user routes, open space, etc.) along with specific on-site services and facilities provision, the creation of links with adjoining built up areas as well as the potential to deliver a mix of different housing types and sizes to meet the needs of the community (see Objective 1). Previous amendments to the policy through SA have provided more certainty that sites will be permeable and create strong links to/ from the sites. By directing a relatively high proportion of housing to one of the County's highest value market areas there will be substantial opportunities to deliver affordable and specialist housing to meet a variety of needs (e.g. older person's and adaptable homes). This is also an important factor regarding this objective.</p> <p>As of the 30<sup>th</sup> September 969 houses had planning permission within Durham City. This is significantly lower than the surrounding Central Durham monitoring area where 2,064 houses had planning permission. Without the release of greenbelt Durham City could only contribute around 6% of the total housing need (24, 852). Therefore the release of greenbelt</p>	<b>SOC1: Amend wording of criteria t. 'The woodland on the boundary within the A1 (M) should <u>will</u> be enhanced to ensure appropriate screening and noise attenuation...'</b>

						<p>was necessary to facilitate the sustainable communities' distribution (allocating 14% Durham City). By supporting this distribution scenario, housing will be located near to existing services and facilities to support sustainable, cohesive communities.</p> <p>Sniperley Park, consisting of 1700 dwellings, will be large enough to support its own centrally located local centre (criteria a). This will act as a focus for community activity and will facilitate a viable and vibrant community centre. This site will include facilities identified for the local need, including a new primary school; health centre and linear park. The site will also need to be connected to existing communities to the east of the A167, through convenient, safe attractive cycle ways and footpaths (criteria j) (see Objective 4 and 5).</p> <p>Sherburn Road site also has the potential to support regeneration of the adjoining estate by offering a greater diversity of housing. This site will help support the regeneration efforts of this area which could subsequently help promote a sense of security and safety. A community centre is further provided to help promote community activities. The potential severance issues posed by the 'A' road that is alongside the existing woodland of the Sherburn development will be mitigated by screening the boundary of the A1 (M) appropriately, reducing any noise and air pollution issues which could help reduce any adverse effects on the community (SOC1).</p> <p>Certain parts of the major road network are already congested at peak times (e.g. A167), and based on transport modelling evidence (Jacobs, 'Durham Local Plan: Traffic Impact', 2018). Sniperley Park and Sherburn Road housing allocations are thought to increase traffic on constrained links and junctions, which will exacerbate existing local traffic conditions and impacts on communities until transport interventions are in place. Evidence demonstrates that even though this specific site will not on its own necessitate increased highways capacity, highways improvements will help to mitigate its likely adverse effects on the major roads network given current background growth forecasts.</p> <p>Importantly the distribution of housing should help to ensure that substantial developer contributions can be secured from housing directed to higher value market areas which will help to fund such infrastructure and mitigate impacts. If effective, there is potential for positive impacts over the long-term overall, particularly when considered in combination with the first element of this narrative. For example, the policy requires</p>	
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						<p>Sniperley Park to contribute towards a Western Relief Road. Estimated costings for it and other required highways improvements, including a Northern Relief Road, for the city and County presented in the Infrastructure Delivery Plan (2018). To mitigate against potential impacts the policy sets out criteria which apply to these sites. For example, 400 houses will be permitted before the Western Relief Road is operational (criteria m). As long as infrastructure is delivered in accordance with new development and policy requirements, it is considered that the potential severity of road traffic impacts as the quantum of development increases will be reduced. This assessment is also made in light of conclusions of the evidence (Jacobs, 'Durham Local Plan: Traffic Impact', 2018) and proposals presented in the Durham City Sustainable Transport Strategy (2018). Please note that the potential impacts of the highways schemes are recognised in this policy, however, their detailed assessment is under the SA of the Durham City Sustainable Transport Policy.</p> <p>Nevertheless, although proposed highways improvements and sustainable transport measures will help to address road traffic congestion issues across Durham City, there is the potential for road traffic movements to be shifted (e.g. the purpose of the Northern Relief Road is to remove through traffic from the city centre and free up land over Milburngate Bridge for dedicated sustainable travel) which may mean other communities are affected. Such impacts at this stage are nonetheless uncertain.</p> <p>The policy also requires for a network of multi-use paths must be created with a number of circular routes varying lengths ensuring the network is functional for local users, as well as providing connections to existing well used footpaths. This will ensure ease of access for people accessing services and facilities and allow the greater integration of 'new' communities with the 'existing' communities.</p> <p>Overall, a number of potential positive and negative impacts have been identified. Such identified impacts have been influenced by the increase cohesive nature of communities; and the potential impacts of required highways improvements. The impacts on the housing market within Durham City of increased student population over the Plan period are unknown at this time, but is something that may minimise the policy intent for cohesive sustainable communities if residential amenity issues are not</p>	
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							addressed and there are real as well as perceived pressures on other types of housing as a result. Therefore, the effectiveness of this policy on the short and medium term will depend on implementation on the quality of masterplanning, permeability of these sites, on-site facilities as well as the overall housing mix. In the long-term this has the potential for positive impacts if development is phased out in accordance with required infrastructure.	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Probable	Durham City	Permanent Direct	<p><u>Access to Educational Facilities:</u> Access to educational facilities (e.g. schools, colleges and Durham University) overall is likely to be good given the location of the two proposed allocations in relation to existing facilities as well as opportunities for walking, cycling and public transport. In addition to this, Sniperley Park requires the provision of one primary school and associated playing pitches on-site that meet the expected requirement for school places generated by the new housing development. The policy also states that the primary school should be readily accessible to public transport, walking and cycling routes. This requirement is supported by the Charging Schedule of the IDP 2018 which provides estimated costings for the provision of this infrastructure. Overall therefore positive effects have been identified in terms of access to educational facilities. This conclusion is also supported by the proposals presented in the Durham City Sustainable Transport Delivery Plan (2018) and site-specific policy requirements to improve accessibility to/ from the new sites.</p> <p><u>Capacity/ Quality &amp; Quantity of Educational Facilities:</u> Even though significant investment in educational infrastructure will be required, by allocating housing to the highest value market area there is a greater degree of certainty that the necessary funding can be secured. The Infrastructure Delivery Plan (2018) identifies the following specific educational infrastructure projects and associated funding to deliver housing growth in Durham City:</p> <ul style="list-style-type: none"> <li>) Primary: New build 2.5 form entry (or equivalent classrooms) 1 x 1.5 form entry school and 1 x 3 form entry school plus 6 additional classrooms.</li> <li>) Secondary: 5 additional classrooms</li> </ul> <p>Given the level of investment and new built development required,</p>	-

							particularly in relation to Durham City, there is potential for adverse effects in terms of capacity issues at educational facilities if the necessary infrastructure is not delivered in accordance with new housing development. However, such impacts are not considered to be substantial or to outweigh the positive effects identified in terms of access due to the level of confidence in deliverability and viability provided in evidence. Moreover the policy requires such supporting infrastructure to be phased in accordance with new housing.	
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓/x	x	Possible	Durham City	Long-term, potential for permanent  Direct Residual	<p><u>Accessibility and promoting 'healthier lifestyles'</u>: Given the scale the scale and location of some of the larger urban extensions there are substantial opportunities to improve walking, cycling and public transport infrastructure. This is highlighted in criterion u. Therefore, access to healthcare and recreational facilities (e.g. GPs, hospitals, sport centres, open space, etc.) is overall likely to be good given the location of proposed sites to services and facilities in/ around Durham City, but also the provision of new facilities on-site (e.g. improve green infrastructure, open space as well as potential for health centre on Sniperley Park). The policy requirements also demonstrate the opportunities to make substantial improvements to walking, cycling and public transport infrastructure on and off-site (criteria b). This combined with good access is likely to encourage walking and cycling overall, which will support healthier lifestyles. This will have physical and mental health benefits to new and existing residents. Overall positive effects have been identified in terms of access to healthcare facilities under this option. Nevertheless, it is considered that such positives are reduced by the possible capacity issues of healthcare facilities and open space provision (see below).</p> <p><u>Open space provision</u>: The County Durham Open Space Needs Assessment (OSNA) 2017-2035 identifies that there are shortfalls in a variety of open space typologies across the Durham City Monitoring Area. The key issues are: Total shortfall of 116.47ha, with the highest need for amenity open space, playspace and allotments. It is clear that there is a consistent significant shortfall in supply of open space particularly in terms of amenity open space, play space and allotments. However, the development of these sites provides opportunities to deliver qualitative and quantitative improvements in the provision of open space. Specifically, Policy 5 requires both sites to incorporate an interconnected network of good-quality multi-functional green infrastructure including an</p>	-



						<p>adequate supply of different types of open space as well as the creation of a linear country park and mini soccer pitches on Sniperley Park. Such on-site improvements are critical in Durham City given that the OSNA states meeting the open space shortfall is unlikely to be achievable unless on-site open space provision is provided. Moreover of the sites audited, several were in need of improvement. (Source: County Durham Open Space Needs Assessment 2017-2035, Durham City Profile, p. 6 &amp; 15). The OSNA is also an important resource because it identifies priorities for each area (e.g. where to enhance existing provision; areas for new provision; opportunities for re-location of open space; and where facilities may be surplus to requirement), which in turn informs the Charging Schedule of the IDP (2018). Overall it is considered that impacts depend on implementation, with the potential for quality and quantity of open space provision to be improved in line with OSNA priorities and policy requirements as well as for deficits to remain with increased population of the city placing increased pressure on existing facilities.</p> <p><u>Healthcare capacity:</u> Pressure on the NHS facilities is a national issue and the situation in County Durham is not too dissimilar. The University Hospital of North Durham in Durham City was originally built to accommodate 30,000 patients per annum, however over the next 15 years this is predicted to increase to 90,000 per annum (Source: IDP 2018). This is likely to be further pressured with the increasing student population (the University projects growth of a maximum of 4,000 students by 2027)<sup>2</sup> as a result of proposed growth plans of Durham University, likely putting significant pressures on the current general practice and healthcare infrastructure in the City. This is particularly pertinent with regards the current known pressures on the A&amp;E department of Durham University Hospital.</p> <p>According to the IDP, the NHS priority is to manage any increase in demand at GPs by maximising existing facilities (e.g. increase opening hours, bring more space into clinical use, etc.). Overall it is considered that there is the potential for residual adverse effects if improvements are not possible or not phased in accordance with new housing (including a new health centre on Sniperley Park). The capacity of healthcare facilities</p>	
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<sup>2</sup> <https://www.dur.ac.uk/strategy2027/faqs/>



							<p>is considered to outweigh the positive effects identified above.</p> <p>No funding is currently in place to support either capital investment in building clinical space or the recurrent revenue costs to commissioners once the buildings are complete. Overall it is considered that there is the potential for residual adverse effects if improvements are not possible or not phased in accordance with new housing. Nevertheless, Policy 26: Developer Contributions will seek to secure contributions from developers towards the mitigation of any pressures of healthcare from specific development sites.</p>	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Probable	Countywide	<p>Potential for permanent</p> <p>Direct</p> <p>Indirect</p>	<p>Housing development will inevitably lead to an increase in the need to travel, however, ensuring that people are able to access jobs, services and facilities easily, by sustainable means such as bus services, walking, cycling and/or car sharing (which should be convenient, of high quality and attractive), is essential in mitigating the impact.</p> <p>In terms of existing accessibility and use of sustainable modes Durham City is the only settlement in the County where sustainable commuter trips rival the numbers of private vehicle trips, with over 40% of trips within the zone being made by a sustainable method (Source: Jacobs, 2016, 'County Durham Travel Patterns: 2011 Census Data Analysis', pg. 28). This data also evidences that more than 9,000 people both live and work in the city. Hence, allocating a significant proportion of housing to Durham city has the potential generate substantial benefits over the long-term in terms of reducing the need to travel and promoting sustainable modes of transport.</p> <p>Sniperley Park and Sherburn Road will have good access to services/ facilities/ employment/ training (Objective 2, 3, 4 and 7). In addition, the provision of a local centre on Sniperley Park and some on-site facilities at Sherburn Road for new residents and neighbours will further reduce the need to travel for certain short day-to-day trips. Without the release of greenbelt, Durham City could only contribute to 6% of the total housing need. This will reduce the need to travel and promoting sustainable transport options. This will be especially prominent if planned alongside public transport routes and walking and cycling considerations, which should be convenient of high quality and attractive (in line with the Durham City Sustainable Transport Plan (2018). Development across</p>	

							<p>Sherburn road will also require a network of multi-use paths must be created with a number of circular routes varying lengths ensuring the network is functional for local users, as well as providing connections to existing well used footpaths. However, the ability to secure significant positive effects over the long-term will be reliant on the degree of modal shift towards sustainable transport modes; the effectiveness of mitigation measures to reduce new residents' reliance on the car or promoting electric car usage.</p> <p>The need to reduce residents' reliance on the car is a key requirement for the development of both of these sites; and as such significant mitigation is incorporate to address this. For instance in addition to criteria j, l and u both sites are required to incorporate bus, pedestrian and cycle routes within, and connecting to, adjoining facilities and communities; development must supported by a Transport Assessment and Travel Plan; movement frameworks of each site should be incorporate any relevant schemes within the Durham City Sustainable Transport Plan. Nevertheless the policy does require Sniperley Park to contribute towards a Western Relief Road. Estimated costings for it and other required highways improvements, including a Northern Relief Road, for the city and County presented in the Infrastructure Delivery Plan (2018). It may be considered that the provision of the road would decrease the use of sustainable transport means and promote car use. Nevertheless, the delivery of the Western Relief Road will need to be in compliance with Policy 22: Delivering Sustainable Transport and Policy 23: Durham City Sustainable Transport. These policies would not allow an unacceptable increase in congestion or air pollution. Air pollution in Durham City especially is a key concern, due to the Air Quality Management Area. Therefore, efforts to reduce high levels of pollution are in place. Nevertheless, a study by AECOM 'Durham County Council Local Plan Air Quality Modelling' (2018) stated the primary reason for the improvement in air quality is associated with including the Northern and Western Relief Road. By 2037, the relief roads are expected to reduce traffic and congestion in the city. The policy references Policy 22, Policy 23 and Transport Assessment and Travel plans which will further aid the promotion of sustainable transport measures.</p>	
<b>6. To alleviate deprivation</b>	✓	✓	✓✓	Probable	Durham City Countywide	Direct	Although deprivation is not a significant issue in the location of Sniperley Park, it is in relation to Sherburn Road where residents along the A181	-

and poverty						Long-term, potential for permanent	<p>are determined to live within the top 5% most deprived areas nationally. New housing will potentially safeguard some services and facilities and may assist in encouraging new services into the area.</p> <p>Development of these sites is also likely to improve people's access to employment opportunities at various professional levels in Durham city and in the local retail and industrial parks. This is primarily because housing will be delivered alongside employment opportunities in and around Durham City (i.e. housing and employment allocations complement one another in terms of location, scale and mix). Site specific requirements relating to sustainable transport infrastructure will also help to ensure that accessibility to employment and training is improved.</p> <p>Access via public transport is particularly important for those on lower incomes or in education as it is likely that private car ownerships levels will be lower.</p> <p>In support of the narrative against SA objective 1, it is likely that proposed housing development across these sites will help to meet the County's housing needs in terms of affordable housing and contributing to improving living standards. By providing a mix of housing type, tenures and affordability is likely to have a positive effect on alleviating deprivation by contributing to the stock of decent housing that meets the needs of those on lower incomes.</p> <p>Overall it is therefore determined that Policy 5 is likely to directly help alleviate deprivation, support regeneration efforts and those on lower incomes (e.g. by improving access to employment/ training and delivering affordable housing).</p>	
7. To develop a sustainable and diverse economy with high levels of employment	✓	✓✓	✓✓	Probable	Durham City Countywide	Permanent Direct Indirect Residual	<p><u>Housing/ Employment Allocations and Accessibility:</u> The allocation of these two sites complements the employment land allocations presented in Policy 2 (i.e. housing is in close proximity to proposed as well as existing employment opportunities in Durham City). This is a key factor in securing positive economic effects as economic growth will support housing and vice versa. The co-location of housing within the 'employment hubs' of Durham City and Newton Aycliffe and internationally/ regionally important economic market areas of the A1 and A19 Corridors (ELR 2018) will support new and existing businesses and their future growth. Specifically, it is considered development on these sites will support the proposed strategic economic investment in the following employment allocations: Aykley Heads, Belmont Industrial Estate, Abbey Woods, Dragonville, Meadowfield and Integra 61. This is in addition to safeguarding and supporting the expansion of existing</p>	

					<p>businesses within Durham City and beyond. Importantly it is also considered that the development of Sniperley Park and Sherburn Road will help to attract skilled professionals into the County to live and work, which in turn will help to re-balance the economy. This could have wider economic benefits for the County as a whole.</p> <p>By focussing on Durham City in terms of housing and employment development there is potential for this policy and Policy 2 to raise educational/ employment aspirations and encourage people to stay in the County to work. The broad range and mix of housing types/ size is also likely to support the variety of employment opportunities provided by Policy 2 and vice versa. The location of new housing sites in relation to employment opportunities combined with the site specific requirements to reduce the dominance of car traffic will help to improve access to employment/ training opportunities further by providing a choice of sustainable modes of transport. Evidence also supports the likelihood of positive economic effects as a result of good accessibility to employment for new and existing residents. For instance Durham City is the only settlement where sustainable commuter trips rival the numbers of private vehicle trips, with over 40% of trips within the zone being made by a sustainable method (Source: Jacobs, 2016, 'County Durham Travel Patterns: 2011 Census Data Analysis', p. 28). Hence, the development of these sites offers substantial opportunities to not only reduce the need to travel, but also increase sustainable transport use. This assessment is also made in light of proposals in the Durham City Sustainable Transport Delivery Plan (2018), which seeks to provide a comprehensive approach to delivering sustainable transport improvements. Given the identified projects in the IDP (2018) there is also potential for improvements across the county (e.g. Cycling Super Routes as well as local walking and cycling routes). This combined with the findings of the Local Plan Viability Study (2018) gives a high degree of certainty that such improvements will be delivered. Overall there is the potential for significant positive economic effects as the quantum of development increased over the Plan period.</p> <p><u>Road Traffic Congestion Impacts:</u> Despite such positive economic effects there is the potential for road traffic congestion to reduce them (as address in Objectives 2: Road Traffic Impacts) and their likelihood if it is not addressed in accordance with the development of new housing. This is due to the fact that road traffic congestion will make places less</p>	
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						<p>attractive for economic investment and have an adverse effect on journey times for goods and staff. However, this is a key issue that the policy seeks to address to ensure housing development is able to mitigate its impacts on the highways network. In combination with seeking to reduce the dominance of cars from new residents, the policy also requires:</p> <ul style="list-style-type: none"> <li>- A Transport Assessment and Travel Plan for each site;</li> <li>- The movement framework of each site to be incorporate any relevant schemes within the Durham City Sustainable Transport Delivery Plan (2018);</li> <li>- Contributions towards the delivery of the Western Relief Road and the implementation of the Durham City Sustainable Transport Delivery Plan (Sniperley Park only); and</li> <li>- Other highways improvements.</li> </ul> <p>Estimated costings for the Western Relief Road and other required highways improvements, including a Northern Relief Road, for the city and County presented in the IDP (2018). Evidence demonstrates that even though proposed housing development does not in its own necessitate increased highways capacity, highways improvements will help to mitigate their likely adverse effects on the major roads network given current background growth forecasts. This will indirectly benefit businesses in the city and for those that require goods/ staff to travelling through Durham at peak times. The specific strategic and non-strategic schemes identified within the policy and Infrastructure Delivery Plan 2018 for highways improvements in the city and in combination with the proposals presented in the Durham City Sustainable Transport Delivery Plan provide a high degree of certainty that the necessary mitigation will be delivered with regards to maintaining/ improving traffic flows in/ around the city. Please note that the potential impacts of the Western and Northern Relief Roads are recognised in this policy, however, their detailed assessment is under the SA of the Durham City Sustainable Transport Policy. Importantly, it must be demonstrated that the provision and timing of infrastructure improvements required to support the development of these sites will be phased in accordance with the delivery of housing. This provides a high degree of certainty that highways congestion issues will addressed and therefore not reduce the positive economic effects identified.</p>		
<b>8. To reduce the causes of</b>	<b>x</b>	<b>x</b>	<b>✓/x</b>	Probable	Durham City	Direct Indirect	New development, irrespective of where it is located, will increase carbon emissions through construction and in-use emissions. Given the quantity	

<p>climate change</p>						<p>Permanent Residual</p>	<p>of new development proposed likely adverse impacts have been identified. However, the number of policy requirements that will support a reduction in the need to travel, promotion of sustainable transport options and potentially the delivery of renewable energy schemes has the potential minimise such adverse effects over the long-term.</p> <p>In order to mitigate increased energy demand, Policy 30: Sustainable Design, confirms that higher energy efficiency standards will be sought for all new development over the plan period.</p> <p>The recognition of the potential for district heating in connection with Sniperley Park has the potential in the long-term to mitigate increased in carbon emissions. Development proposals will also be required to achieve well-designed buildings and places, making them resilient; promoting low and zero carbon buildings; encouraging the use of renewable and low carbon energy; and minimising the use of non-renewable and unsustainable resources.</p> <p>As already noted against other objectives access to services, facilities, education and employment is likely to be good overall, due to the Sustainable communities' distribution. The need to travel is likely to be reduced due to the distances involved and the fact that key services and facilities will be provided on the sites, e.g.:</p> <ul style="list-style-type: none"> <li>- Sniperley Park: local centre for convenience retail, primary school, and potentially a health centre</li> <li>- Sherburn Road: community building, and providing a network of multi-use paths must be created with a number of circular routes varying lengths ensuring the network is functional for local users, as well as providing connections to existing well used footpaths.</li> </ul> <p>The need to reduce residents' reliance on the car is a key requirement for the development of both of these sites; and as such significant mitigation is incorporate to address this. For instance in addition to criteria l, j and u both sites are required to incorporate bus, pedestrian and cycle routes within, and connecting to, adjoining facilities and communities; development must supported by a Transport Assessment and Travel Plan; movement frameworks of each site should be incorporate any relevant schemes within the Durham City Sustainable Transport Plan, in addition to being compliant to Policy 22: Delivering Sustainable Transport and Policy</p>	
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							<p>23: Durham City Sustainable Transport. These policies would not allow an unacceptable increase in congestion or air pollution. Air pollution in Durham City especially is a key concern, due to the Air Quality Management Area. Therefore, efforts to reduce high levels of pollution are in place. Nevertheless, a study by AECOM 'Durham County Council Local Plan Air Quality Modelling' (2018) stated the primary reason for the improvement in air quality is associated with including the Northern and Western Relief Road. By 2037, the relief roads are expected to reduce traffic and congestion in the city, and improve air quality.</p> <p>Over the short and medium term, as development is phased out, adverse impacts are likely to be prominent, as new development will ultimately increase carbon emissions. Nevertheless in the long-term, the above explanation could lead to positive effects. This would depend of implementation.</p>	
<p>9. To respond and enable adaptation to the inevitable impacts of climate change</p>	✓	✓	✓	Probable	Countywide	<p>Direct Indirect Permanent</p>	<p>Even though flood risk is a constraint on development, new developments present the best opportunities to manage the risk of surface water flooding, particularly the development of combined sewer networks. The Strategic Flood Risk Assessment (2018) identifies that neither of the two sites are within a flood zone. However, there are known surface water flooding issues across the two sites and the policy requirements reflect this:</p> <p>e) Sniperley Park: A surface and foul water drainage management plan incorporating Sustainable Urban Drainage Systems will be required. r) Sherburn Road: There is an opportunity for Sherburn Road to deliver a combined SUD attenuation scheme in order to manage surface water draining into the Old Durham Beck, which will deal with surface water from the development as well as exploring the potential to deal with drainage from the A1(M) with Highways England.</p> <p>These requirements are considered likely to ensure that development will not increase the risk of/ from flooding. They also demonstrate a proactive approach to surface water management on-site and across adjacent land/ development. As such, overall positive effects are considered probable against this objective.</p> <p>However, surface water flooding is a significant issue within parts of Durham City and on some strategic/ major transport routes (e.g. A19,</p>	-



						<p>A691, A68, A167, etc.); and thus new development focused upon these areas or that will use these routes will need to be carefully planned to ensure that adverse impacts of and on development and infrastructure are minimised (direct and indirect impacts). It is nonetheless recognised that</p> <p>The IDP (2018) also identifies strategic flood prevention schemes that are due to be delivered to support the Plan and help to minimise the risk of flooding – e.g. the Durham City Flood Mitigation Scheme. This combined with the fact that new housing development will be located in close proximity to existing and new employment opportunities, is likely to mitigate the potential adverse impacts of extreme weather events in relation to the major roads network by reducing the need to travel and providing sustainable transport options.</p> <p>Although impacts in terms of climate resilience are uncertain at this point as they will be determined by the design of new development, the policy requires housing to be in accordance with Policy 30 (Sustainable Design) which includes a criterion to ensure buildings are adaptable to change environmental conditions. Comprehensive masterplanning and design codes are also required for the sites and this will help to ensure high-quality design outcomes which could include, for instance, the incorporation of green infrastructure to enable people and species to adapt to climate extremes.</p>	
<b>10. To protect and enhance biodiversity and geodiversity</b>	x	✓/x	✓/x	Probable	Durham City	<p>Direct Indirect Permeant Residual</p> <p>It is noted that detailed site assessment work undertaken in relation to these two potential strategic allocations, including SA, has played an important role in identifying requirement mitigation measures. As such, it is considered that this approach has enabled significant adverse effects to be avoided/ mitigated. In addition to this, the SHLAA assessment helps to initially identify development constraints and required mitigation. Together such assessment has informed their suitability for housing, design and estimated yields. Neither of these housing allocations will result in direct land take from protected sites. Overall some adverse impacts over the short-term and some residual adverse effects over the long-term are considered probable. This is primarily due to the scale of land required, ecological sensitivities of the sites, and urbanisation of land currently in agricultural use, and proposals for increased access. As such, it is likely that there will be some loss/ disturbance of protected species and their habitats as well as increased levels of predation and recreational pressure. The specific biodiversity constraints to note across these sites</p>	<b>ENV4: Applications for new housing development to be supported by an ecological survey in order to determine presences/ absence of protected species and any additional</b>



						<p>are:</p> <p>Sniperley Park:</p> <ul style="list-style-type: none"> <li>) Native hedgerows, some of which are classed as 'important' under the Hedgerows Regulations 1997.</li> <li>) Presence of protected species: Barn Owl (BAP) and Great-Crested Newt (European)</li> <li>) Mature woodland (TPOs) at Sniperley Hall and Farm.</li> <li>) Streams run across the site to Folly Plantation, which follow Blackdene Burn.</li> </ul> <p>Sherburn Road:</p> <ul style="list-style-type: none"> <li>) Hedge along western edge of site is of conservation interest.</li> <li>) Woodland/ TPO trees at Bent House Farm, adjacent to the south-western boundary of the site.</li> </ul> <p>To mitigate against adverse impacts, the policy and supporting text does require the mature woodland to be retained at Sniperley Hall and Farm (criteria f.); surface and foul water drainage management plan incorporating SuDs will opportunities to increase water quality; (criteria e.); the enhancement of ecological networks, in addition to planting new hedgerows and gapping with existing hedgerows (criteria s) and the woodland on the boundary of the A1 (M) at Sherburn road to be enhanced (criteria u) (SOC1). In addition, a measure to help to protect species and habitats on Sniperley Park is the provision of a linear country park in perpetuity from Folly Plantation and Cater House Pit to Sniperley Hall in the west and Folly Bridge in the east (criteria h.). However, there is potential that this measure may not be effective in terms of protecting and enhancing habitats because the park will enable increased access and thus will bring habitats, species and humans in closer proximity; with the potential for adverse impacts (i.e. disturbance, vandalism, etc.) if not managed. The linear park (Sniperley Park) and requirements for an interconnected network of green infrastructure across both sites will help to enable the movement of species.</p> <p>Together such requirements along with the necessity for development to</p>	<p><b>mitigation measures required. Ecological improvements should be sought alongside protection of species and their habitats.</b></p> <p><b>ENV5: Ecological impacts of development across both sites to be monitored and action to be taken as required depending on severity of effects. Particular attention should be given to the potential for recreational pressure on habitats/ species within the new country park on Sniperley Park.</b></p>
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							<p>be comprehensively masterplanned, adhere to sustainability principles and deliver high-quality design will help to ensure that adverse impacts are mitigated, with the potential for some enhancements. As such a combination of positive and some adverse impacts have been identified over the medium-term and long-term. Potential for some ecological benefits are more likely given that the delivery of housing must take the provision and timing of supporting infrastructure into account.</p> <p>The policy requires Sniperley Park to contribute towards a Western Relief Road and estimated costings for it and other required highways improvements for the city are presented in the IDP (2018). Evidence demonstrates that even though this site does not on its own necessitate increased highways capacity, such improvements will help to mitigate its likely adverse effects on the major roads network given current background growth forecasts (Jacobs, 'Durham Local Plan: Traffic Impact', 2018). As Sniperley Park does not directly require the Western Relief Road to support their delivery, the biodiversity and geodiversity impacts of it have not been taken into account in this assessment. The potential for significant adverse effects of this highways scheme and the fact that substantial mitigation will be required is recognised (please see SA of the Durham City Sustainable Transport Policy).</p>	<p><b>ENV6: Proposed masterplans for both sites to demonstrate how 'net-gains' will be achieved in accordance with Policy 43 (Biodiversity and Geodiversity).</b></p>
<p><b>11. To protect and enhance the quality and character of landscape and townscape</b></p>	✓/x	✓/x	x	Probable	Durham City	Direct Permanent Residual	<p>It is noted that detailed site assessment work undertaken in relation to these two potential strategic allocations, including SA, has played an important role in identifying requirement mitigation measures. As such, it is considered that this approach has enable significant adverse effects to be avoided/ mitigated. In addition to this the SHLAA assessment help to initially identify development constraints and required mitigation. Together such assessment has informed their suitability for housing, design and estimated yields.</p> <p>Overall some adverse residual landscape and potentially townscape impacts have been identified as probable. This is primarily due to the scale of proposed sites, their location in terms of landscape sensitivity and the substantial change in the development footprint from sites (i.e. urbanisation of site that is currently in arable agricultural use). These two sites are also relatively open visually and so built development would be highly visible from the surrounding road network until such time as any structural landscaping would become effective. The key landscape and</p>	-

						<p>townscape constraints and opportunities to note across these sites are summarised below.</p> <p>Sniperley Park:</p> <ul style="list-style-type: none"> <li>) Development would be particularly visible from the A167 and would obstruct attractive views towards the woodlands of Sniperley Hall Park. Development up to the woodland edge would be visible in views from the south-west through the woodland.</li> <li>) Development in and around Sniperley Hall would be widely visible and would significantly impact upon the current designation (Landscape Conservation Area).</li> </ul> <p>However, the landscape provides opportunities to minimise adverse impacts. For instance the gently undulating landform of the site is such that impacts on the natural topography would be low provided that the minor valley of the Folly Burn was avoided and retained. Major woodland blocks (Folly Plantation, Caterhouse Pit) could readily be retained as part of structural landscaping as could significant hedges, hedgerow trees, field ponds and the former waggonway, although some losses could be anticipated. With this in mind the policy confirms that a comprehensive landscape structure will be required along the A167 and the southern edge of the new road, to ensure suitable screening and the perception of an urban extension is minimised (criterion d). It also ensures that the design of development near Sniperley Hall farm and the adjoining parkland has regard to the character and setting in order to respect its current designation as a historic park and garden (e.g. criterion f which includes the retention of the existing woodland).</p> <p>Sherburn Road:</p> <ul style="list-style-type: none"> <li>) An area of gently undulating open arable farmland lying west of the A1 (M) and south of the A181. The landscape is broad in scale and generally lacking in features being made up of large amalgamated arable fields. The boundary network is heavily fragmented and reduced to a single isolated hedge.</li> <li>) The site is relatively robust and simple landform and few mature features that would be vulnerable to development impacts</li> <li>) The site as a whole has an essentially rural character in views out from the settlement edge, but more urban fringe in views back towards it where the settlement edge is influential in the view.</li> </ul>	
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						<p>) The site is designated as a Landscape Improvement Area, however it occupies an elevated site forming part of the skyline in views northwards across the Old Durham valley.</p> <p>Although less sensitive in landscape terms, the policy confirms that these constraints have been taken into account. Importantly, criterion o also seeks to ensure development creates a positive gateway to the city. It also confirms that outward views to the World Heritage Site will be retained and framed (criterion p), in addition to the character of the wider area being improved by the structural landscaping to the south of the existing Sherburn Road estate (criteria t).</p> <p>In addition to these specific policy requirements both sites must be comprehensively masterplanned with supporting infrastructure phased in accordance with the build out of housing etc. High quality design that accords with sustainable development principles and appropriate densities is also an important policy requirement. Together it is therefore considered likely that adverse impacts can be minimised, with the potential for some positive effects to be secured. As such over the short and medium term impacts have been identified as a combination, with specific effects (particularly visual impacts) depending on implementation.</p> <p>It is also recognised that these sites require the release of land from Durham City Green Belt. In determining whether Exceptional Circumstances exist, a planning balance exercise was undertaken ensuring that any harm to the green belt was given substantial weight. The Exceptional Circumstances Note provides detail on this point and presents the specific required compensatory environmental quality and accessibility improvements to the remaining green belt. The policy requirements reflect this, principally through criteria g) and s). As such, it is considered that combined with proposed site-specific mitigation measures for Sniperley Park and Sherburn Road significant adverse landscape and townscape effects have been avoided/ mitigated.</p> <p>The policy requires Sniperley Park to contribute towards a Western Relief Road and estimated costings for it and other required highways improvements for the city are presented in the IDP (2018). Evidence demonstrates that even though this site does not on its own necessitate increased highways capacity, such improvements will help to mitigate its likely adverse effects on the major roads network given current background growth forecasts (Jacobs, 'Durham Local Plan: Traffic</p>	
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							Impact', 2018). As Sniperley Park does not directly require the Western Relief Road to support their delivery, the landscape and townscape impacts of it have not been taken into account in this assessment. The potential for significant adverse effects of this highways scheme and the fact that substantial mitigation will be required is recognised (please see SA of the Durham City Sustainable Transport Policy).	
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓/x	✓/x	✓/x	Probable	Durham City	Direct Indirect Permanent	<p>It is noted that detailed site assessment work undertaken in relation to these two potential strategic allocations, including SA, has played an important role in identifying requirement mitigation measures. As such, it is considered that this approach has enable significant adverse effects to be avoided/ mitigated. In addition to this the SHLAA assessment help to initially identify development constraints and required mitigation. Together such assessment has informed their suitability for housing, design and estimated yields. As such, the policy includes site specific mitigation to address the identified historic environment constraints associated with the two sites. This is particularly important given there is potential for adverse impacts on a designated asset of the highest significance – i.e. Durham Cathedral and Castle WHS – and people’s experience of it (e.g. arrival points into the city). The specific historic environment constraints and opportunities of these sites are summarised below:</p> <p>Sniperley Park:</p> <ul style="list-style-type: none"> <li>) There are several sites of archaeological interest across the extent of development.</li> <li>) The site is adjacent to the grounds of Sniperley Hall and Farm. Sniperley Hall is a listed building of some significance and the farm is an attractive group; the grounds of both buildings have been identified as “designed landscapes”. Their settings would be impacted by development.</li> <li>) The site lies close to the A167 part of the modern northern and western approach to the city but at some distance before initial views of the WHS. Impacts would be low. The site would be visible in views from the historic western approach across Findon Hill. The cathedral tower is visible above buildings on the settlement edge from sections of the B5632.</li> <li>) Development could be seen in the foreground of distant views of the WHS from higher ground of the outer bowl to the north and west (Brandon Hill, Findon Hill). The WHS is already seen in the</li> </ul>	<b>ENV7: Both sites to be subject to a pre-application assessment and evaluation to determine presence/absence of archaeology and its significance.</b>

						<p>context of extensive urban development. Development would increase the extent of built development in the view but would not change its general character.</p> <p>) Development would increase scale of urban context to WHS in distant views but would not contain buildings competing with the cathedral or castle in respect of scale.</p> <p>However, the policy seeks to ensure the design of development near to Sniperley Hall and Farm and parkland will have regard to their character, in order to respect its designation (criterion f). The site specific requirements for retention and improvement of landscape features (e.g. woodland) will also help to 'soften' new development and minimise visual impacts in terms of the historic environment also. The policy also requires that any visual association between the World Heritage Sites needs to be considered in the detail design (criterion g.)</p> <p>Sherburn Road:</p> <p>) A cluster of premises of historic significance at Old Durham, to the west of the site may have their setting impacted upon by the development: the Tithe Barn, a retaining wall and gazebo, which are Grade II listed, and Old Durham Gardens, which is Grade II on English Heritage's list of historic parks and gardens.</p> <p>) The site lies on the horizon in the backdrop to the WHS in views from higher ground on the edge of the inner bowl to the west in the Summerville area. The horizon in that area is made up of existing buildings and vegetation. The cathedral towers and pinnacles project beyond the skyline. Development would be largely screened by existing buildings and vegetation and would not affect the character of the view or the relationship of the cathedral with the skyline.</p> <p>) Development could be seen in association with the WHS in views from higher ground of the outer bowl to the east along the limestone escarpment including notable pilgrimage routes such as Signing Bank. The WHS is seen in the context of extensive urban development. Development would increase the extent of built development in the view but would not change its general character.</p> <p>) Development would increase the amount of built form on the edge of the city in distant views of the WHS but would not contain</p>	
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							<p>buildings competing with the cathedral or castle in respect of scale.</p> <p>The policy confirms that these constraints have been taken into account. Importantly outward views to the World Heritage Site will be retained and framed with any impacts on the inner setting of the World Heritage Site minimised (criterion p). Criterion n also seeks to ensure development creates a positive gateway to the city.</p> <p>In addition to these specific policy requirements both sites must be comprehensively masterplanned with supporting infrastructure phased in accordance with the build out of housing etc. High quality design that accords with sustainable development principles and the use of design codes are also an important policy requirements. Together it is therefore considered likely that adverse impacts can be minimised, with the potential for some positive effects to be secured. As such overall impacts have been identified as depending on implementation.</p> <p>The policy requires Sniperley Park to contribute towards a Western Relief Road and estimated costings for it and other required highways improvements for the city are presented in the IDP (2018). Evidence demonstrates that even though this site does not on its own necessitate increased highways capacity, such improvements will help to mitigate its likely adverse effects on the major roads network given current background growth forecasts (Jacobs, 'Durham Local Plan: Traffic Impact', 2018). As Sniperley Park does not directly require the Western Relief Road to support their delivery, the historic environment impacts of it have not been taken into account in this assessment. The potential for significant adverse effects of this highways scheme and the fact that substantial mitigation will be required is recognised (please see SA of the Durham City Sustainable Transport Policy).</p>	
<b>13. To protect and improve air, water and soil resources</b>	✓/x	✓/x	✓/x	<p>Possible positive (air)</p> <p>Probable Positive (water)</p> <p>Certain</p>	Countywide Durham City	<p>Direct</p> <p>Indirect</p> <p>Permanent</p>	<p><u>Air:</u> As previously stated, it is likely that accessibility to services/ facilities/ employment will be good given the location of these sites in relation to Durham City and the proposals to improve accessibility (on-site and to the city centre via sustainable transport) as well as the fact that the proposed employment and retail growth of the city is comparable to that of housing and so will support one another. The ability to increase the use of sustainable modes of transport and reduce people's reliance on the car is likely to help minimised adverse air quality impacts across the city. The fact that new development must be phased in accordance with the</p>	



				adverse (soil)			<p>infrastructure necessary to support it (e.g. highways improvements, extension to Sniperley Park and Ride, new multi-user routes, etc.) gives greater reassurance that air quality impacts will be managed as the quantum of development increases. This is particularly important for the designated AQMA in the city centre. Air pollution in Durham City especially is a key concern, due to the Air Quality Management Area. Therefore, efforts to reduce high levels of pollution are in place. Nevertheless, a study by AECOM 'Durham County Council Local Plan Air Quality Modelling' (2018) stated the primary reason for the improvement in air quality up to 2037 is associated with including the Northern and Western Relief Road. By 2037, the relief roads are expected to reduce traffic and congestion in the city. In addition to specific policy requirements the proposals within the Durham City Sustainable Transport Delivery Plan (2018) and specific schemes detailed in the Infrastructure Delivery Plan (2018), there is the potential for improvements to the AQMA overall (e.g. the purpose of the purpose of the Northern Relief Road is to remove through traffic from the city centre and free up land over Milburngate Bridge for dedicated sustainable travel).</p> <p><u>Water Quality:</u> The presence of Kielder and Cow Green Reservoir ensures that there is enough water to support growth. Any increase in additional water abstraction from the Magnesian Limestone Aquifer is likely to exacerbate existing supply issues and consultation with the Environment Agency would be required in respect of this. The Water Cycle Study (2018) identifies that there are neither volumetric capacity issues nor recent investment has addressed concerns. As such, in waste water terms impacts are likely to be insignificant with appropriate infrastructure to support growth. Although neither site is within identified flood zone according to the Strategic Flood Risk Assessment (2018), they are susceptible to surface water flooding. However, again each allocation was subject to site assessment through the SHLAA process and so policy requirements seek to address flooding issues – e.g. policy criteria e) and r).As such it is considered that allocations will not be at risk or increase flood risk and so impacts are identified as positive overall.</p> <p><u>Soil:</u> Development of these two sites would result in the loss of extensive areas of Grade 3 agricultural land in arable use. Although soil resources can be protected to a certain extent by policy requirements (e.g. structure planting, retention of important trees and hedges), the loss of agricultural</p>	
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							land cannot be mitigated. This fact is considered to lessen the severity of impacts on soil resources, however, residual adverse effects are still considered likely.	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	X	X	X	Certain	Durham City	Permanent	<p>Due to the level of new housing proposed, as well as associated infrastructure (e.g. schools, roads, etc.), it is certain that they will directly increase waste arisings across County Durham; both from construction and operation. As the quantum of development increases over the Plan period this is likely to become more significant. As such, overall adverse impacts have been identified.</p> <p>However, it is a Council and Local Plan priority to ensure that residential and commercial waste is managed in accordance with the waste hierarchy (i.e. Reduce, Re-use, Recycle, Recovery, and Disposal) (see Policy 48: Sustainable Minerals and Waste Resource Management). Given the current situation where the majority of the County's waste is managed higher up the waste hierarchy (e.g. used to feed energy from waste facilities), it is considered likely that a significant proportion of waste produced will avoid landfill. The County's approved landfill capacity has also been declining over recent years and this trend is set to continue; particularly in light of increasing landfill tax charges. In addition to the adoption of sustainable waste management techniques and sustainable construction methods will further increase the resource efficiency of development.</p>	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	0	0	0	Probable	Central Durham, South Durham, East Durham and West Durham	Potential for long term effects due to working period of quarry sites	<p>This policy will increase the need for minerals and aggregates due to the quantum of new development proposed. However, community impacts will depend on the proximity of new housing to active quarry sites as well as how sites are operated and how materials transported. Due to distances involved residents on the proposed sites will not be affected, but there may be potential for existing residents in the following settlements to be affected by an increase demand for minerals extraction: Newton Aycliffe, Coxhoe, Ferryhill, Pitlington and Sherburn.</p> <p>Overall it is considered that any potential adverse effects will be mitigated by operational restrictions and therefore community impacts are likely to be minor.</p>	-

## Policy 6: Development on Unallocated Sites in Built up Areas

SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	✓	✓	✓	Probable	Countywide, within existing built up areas	Direct and Permanent	The policy is supportive of suitable unallocated proposals within the existing built up area and will therefore contribute positively to overall housing delivery. Small unallocated housing sites have historically made a good contribution to past housing delivery and supply in County Durham. The supporting text to the policy also advises that the sub division and intensification of existing dwellings in the built up area should not result in concentrations that adversely impact upon the range and variety of the local housing stock. This will contribute to ensuring that an appropriate mix and supply of housing type and size is available in County Durham.	-
<b>2. To promote strong secure communities</b>	✓	✓	✓	Probable	Countywide, within existing built up areas	Direct and Permanent	A number of criteria included within the policy to assess unallocated proposals in the built up area against will contribute positively to this SA objective including: <ul style="list-style-type: none"> <li>) Ensuring proposals do not result in the loss of land which has recreational or amenity value;</li> <li>) They have good access to relevant services and facilities via sustainable modes of transport or can potentially be made so in rural areas ; and</li> <li>) They do not result in the loss of a settlement's last community building or facility of that type unless it is no longer viable</li> </ul>	-
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Probable	Countywide, within existing built up areas	Direct and Permanent	The policy considers the compatibility of unallocated development within built up areas with other existing, allocated or permitted land uses. Therefore, proposals that could adversely affect the delivery or quality of delivery of education and training are likely to be restricted. The policy will also ensure that, for example, the last remaining school in a settlement is not lost unless it can be demonstrated that it is no longer viable.	-
<b>4. To reduce health inequalities and</b>	✓	✓	✓	Probable	Countywide, within existing built	Direct and Permanent	The policy considers the compatibility of unallocated development within built up areas with other existing, allocated or permitted land uses. Therefore, proposals that could adversely affect the delivery or quality of healthcare are	-

<b>promote healthy lifestyles</b>					up areas		likely to be restricted. The policy will also ensure that, for example, the last remaining doctors surgery, community centre or other form of leisure facility in a settlement is not lost, unless it can be demonstrated that it is no longer viable. The policy also contributes positively to health and wellbeing by preventing the loss of land which has recreational value.	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Probable	Countywide within existing built up areas	Direct and Permanent effects.	The inclusion of criteria within the policy which ensures that unallocated sites in built up areas will be permitted where they have good access to relevant services and facilities via sustainable modes of transport, or if not, can improve upon such, will contribute towards reducing distances travelled and use of sustainable modes. Criteria protecting the loss of a settlement's last community building or facility may also contribute towards reducing the need to travel.	-
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Probable	Countywide within existing built up areas	Direct and Permanent effects.	The provision within policy for the protection of land which has recreational value and community buildings which may currently be used or have potential to be used to help improve existing social conditions e.g. youth clubs, health centres etc. will contribute positively to this SA objective.	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Probable	Countywide within existing built up areas	Direct and Permanent effects	The policy considers the compatibility of unallocated development within built up areas with other existing, allocated or permitted land uses. Therefore, proposals that could adversely compromise the existing operation of businesses and associated infrastructure are likely to be restricted.  The policy is also generally supportive of unallocated proposals for live/ work units, small scale retailing and other specialist employment uses which can contribute positively to the local and wider economy.	-
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Probable	Countywide within existing built up areas	Direct and Permanent effects.	Linked to SA objective 5, the inclusion of criteria within the policy relating to good access to services and facilities and protection of a settlements' last community building contribute to reducing the need to travel and associated greenhouse gas emissions.	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓	✓	✓	Probable	Countywide within existing built up areas	Direct and permanent effects	Whilst permitting unallocated sites in the built up area may increase levels of hardstanding and potentially increase flood risk and surface water runoff criteria h, requires new development to provide resilience to impacts arising from climate change, including flooding. The requirement included within the policy to ensure that unallocated proposals are compatible with existing, allocated or permitted, adjacent land will also contribute to positive effects as it will also act to ensure that issues of flood risk and surface water run-off are taken into account.	-

<b>10. To protect and enhance biodiversity and geodiversity</b>	✓	✓	✓	Probable	Countywide within existing built up areas	Direct and permanent effects	<p>Whilst permitting unallocated sites in the built up area may increase habitat loss and urbanisation only proposals which accord with other policies in the Plan, for example, Biodiversity and Geodiversity will be permitted.</p> <p>The requirement included within the policy to ensure that unallocated proposals are compatible with adjacent land will also contribute to positive effects as it will act to ensure that issues of wildlife compatibility e.g. planting of native species, not increasing access to sensitive sites etc. are taken into account.</p> <p>Ensuring that the development of open land within the built up area does not result in the loss of land of ecological value also contributes towards protecting biodiversity.</p>	-
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Probable	Countywide within existing built up areas	Direct and permanent effects	<p>A number of elements within the policy will contribute positively to protecting and enhancing landscape and townscape quality including, ensuring new development:</p> <ul style="list-style-type: none"> <li>) Does not result in coalescence, or the loss of land which contributes to the character of the area; and</li> <li>) Is appropriate in scale, design and location to the character and function of the settlement</li> </ul>	-
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	✓	✓	✓	Probable	Countywide within existing built up areas	Direct and indirect  Potential for permanent effects.	<p>A number of elements within the policy will contribute positively to protecting and enhancing the historic environment within built up areas including, ensuing new development:</p> <ul style="list-style-type: none"> <li>) Is compatible with and does not prejudice any adjacent land. This may help to protect the setting of designated and non-designated assets;</li> <li>) Is not harmful to the character or setting of the settlement, including the significance and setting of heritage assets;</li> <li>) Does not result in the loss of land that has historical value;</li> <li>) Does not result in the loss of a settlement's last community building or facility (these may be designated or non-designated assets);and</li> <li>) In the case of conversions, ensuring that proposals do not significantly increase the size or impact of the original building. This will contribute towards maintaining historic integrity.</li> </ul>	-
<b>13. To protect and improve air, water and soil</b>	✓	✓	✓	Probable	Countywide within existing built	Direct and indirect	<p>The inclusion of criteria within the policy relating to good access to services and facilities via sustainable modes and protection of a settlements' last community building contribute to reducing the need to travel and associated</p>	-

<b>resources</b>					up areas	Potential for permanent effects.	emissions to air. Permitting appropriate unallocated proposals in the built up area is also more likely to reduce the use of best and most versatile agricultural land and the policy further requires that the use of brownfield land is maximised (providing it is not of high environmental value)	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	0	0	0	-	-	-	No clear link	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	0	0	0	-	-	-	No clear link	-

### Policy 7: Visitor Attractions

<b>Table 8 Policy 7: Visitor Attractions</b>								
<b>SA/SEA Objective Number</b>	<b>Impact &amp; Timescale of Effects</b>			<b>Likelihood of Effect</b>	<b>Geographic Scale</b>	<b>Type of Effect</b>	<b>Commentary/ Explanation</b>	<b>Mitigation</b>
	<b>S</b>	<b>M</b>	<b>L</b>					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	<b>x</b>	<b>x</b>	<b>x</b>	Possible	County-wide	Indirect.  Potential for permanent effects.	Visitor attractions can have an indirect impact upon housing through the co-location of holiday lets and rental accommodation near to such an attraction. It is therefore anticipated that most visitor accommodation especially within Durham City and in the countryside could adversely impact housing supply by putting extra pressure on the local housing market and reducing affordability. The policy contains criteria where attractions are proposed	-

							for Countryside locations. Whilst not being significantly restrictive, it ensures development considers sustainability and the practicality of the rural infrastructure. Thus, effects likely to be minor, although could be negative.	
<b>2. To promote strong, secure communities</b>	✓	✓	✓	Possible	Countywide	Permanent	<p>On balance, it is considered that there is potential for positive effects. The policy will likely contribute to a sense of safety and security through improvements made to town and village centres and promotion of the night time economy. This could increase cultural awareness, especially if it enhances and complements existing visitor attractions, such as Durham Cathedral etc.</p> <p>Applications for large scale development could have a range of specific impacts upon communities; however a robust and compressive plan will need to be articulated to ensure correct mitigation methods are implements in addition to highlighting the economic, social and environmental benefits.</p> <p>Attractions in the Countryside should relate specifically to existing visitor attractions or site specific natural, or heritage features which are unlikely to significantly increase traffic flows and impacts upon local communities. It also requires new development in sustainable locations or be made so. Although there is some uncertainty around how this could be achieved in certain locations, it is likely to safeguard against a significant rise in the need to travel by car/ increase traffic congestion to access attractions. Nevertheless, other policies within the plan such as Delivering Sustainable Transport (Park and Ride Schemes), Durham City Sustainable Transport and Provision of Transport Infrastructure will help to mitigate adverse impacts on communities in terms of health and safety.</p> <p>The supporting text also highlights the welcoming of improved connectivity between key visitor attractions and vital international gateways (Newcastle Airport, Durham Tees Valley Airport and regional ports). With the existing East Coast mainline, Durham is easily accessible from</p>	<p><b>SOC1: Amend supporting text: ...bringing international visitors to the region. <u>The East Coast mainline is an example of the existing sustainable connections between international gateways and key visitor attractions, however improved connectivity between...</u></b></p>

							<p>these international gateways. This should also be highlighted in the supporting text to encourage sustainable transport means for international visitors (SOC1). By attracting international visitors could encourage the wider engagement within communities and increase cultural awareness.</p> <p>By encouraging visitors from further afield could mean visitors would likely travel into the County by means of public transport e.g. Train. Therefore this could reduce the number of visitors travelling into the County by car, due to the development and improved connectivity between gateways. This could promote and increase the reliance on sustainable transport means, thus reducing adverse impacts of traffic on communities (SOC1).</p>	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Probable	Countywide	Permanent	<p>The policy could assist, especially in relation to existing attractions, in helping to maintain a sustainable work force and avoid urban migration of young people. It may also improve and create new training opportunities and raise educational/ employment aspirations. The positive impacts highlighted on economic, social and environmental benefits also assist in setting out some of the benefits to local communities as well as mitigating potential adverse impacts. Depending on the scale of visitor attraction development across the County and associated training opportunities, there may be potential for significant positive effects over the long-term.</p>	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Possible	Countywide	Permanent	<p>The policy requires new visitor attractions to be in sustainable and accessible locations as well as large-scale development applications to articulate a comprehensive masterplan, which should consider the potential of healthy/ sustainable modes of transport as part of the development, such as cycling and walking opportunities. This could lead to positive physical and mental health effects. It could also improve access to healthy leisure opportunities.</p> <p>Therefore it is considered there is the potential for minor positive impacts. No impact on health care capacity or reducing health inequalities</p>	-



<p><b>5. To reduce the need to travel and promote use of sustainable transport options</b></p>	<p>✓/x</p>	<p>✓/x</p>	<p>x</p>	<p>Possible</p>	<p>Countywide</p>	<p>Permanent</p>	<p>The policy confirms that new attractions or expansions to existing attractions will be permitted if they are located in sustainable and accessible locations. However, it caveats this by stating 'or can be made so'. It is therefore uncertain how attractions could be made to be accessible or sustainable in certain locations.</p> <p>Hence, it is considered that there is the potential for both positive and negative impacts in terms of reducing the need to travel and supporting sustainable transport options depending on implementation (i.e. type of attraction, visitor, length of stay, mode of transport used, etc.). For instance, if Durham City is used as a base from which to explore other part of County Durham, it is likely that tourists will use a private car as their primary means of transport due to the rural nature and dispersed settlement pattern of the County. However, the supporting text highlights the welcoming of improved connectivity between key visitor attractions and vital international gateways (Newcastle Airport, Durham Tees Valley Airport and regional ports). With the existing East Coast mainline, Durham is easily accessible from these international gateways. This should also be highlighted in the supporting text to encourage sustainable transport means for international visitors (SOC1). By encouraging visitors from further afield could mean visitors would likely travel into the County by means of public transport e.g. Train. Therefore this could reduce the number of visitors travelling into the County by car, due to the development and improved connectivity between gateways. This could promote and increase the reliance on sustainable transport means, thus reducing adverse impacts of traffic on communities (ENV1).</p> <p>Where tourist attractions are in rural locations the policy does require it to meet particular criteria that will help minimise the significance of the fact that development in rural locations is likely to increase the need to travel by car, by ensuring there is adequate infrastructure in place. It should be noted that existing attractions are not necessarily</p>	<p><b>ENV1: Amend supporting text: ...bringing international visitors to the region. <u>The East Coast mainline is an example of the existing sustainable connections between international gateways and key visitor attractions, however improved connectivity between...</u></b></p> <p><b>ENV2: Provide clarity on what is meant by 'visitor needs,' possibly by means of a definition.</b></p>
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							<p>in sustainable and/ or accessible locations. Most sites will be accessible by car, however, many will not be accessible by public transport. In order to promote sustainable transport, ENV2 should be implemented to outline what is meant by 'visitor needs'. This will reduce the need for travel by ensuring that visitor needs are met locally, reducing the number of independent car journeys needed to access facilities, which is especially important in rural locations. Nevertheless, there may be adverse effects over the long-term as the quantum of visitor attractions and visitor numbers increase.</p> <p>The policy is likely to assist in the quantity and range of jobs available, and may assist in protecting shops, services and amenities, especially in rural locations.</p> <p>The policy highlights large-scale development as needing to undergo comprehensive masterplanning, which should include travel planning as an integral element. By needing to consider potential impacts and mitigation for adverse effects, there is greater potential for sustainable transport options to be embedded and promoted through other policies within the plan.</p> <p>Arguably the policy does not help to reduce the need to travel as it is seeking to support the visitor economy and attract visitors into the County from the region, country and abroad. This has nonetheless been taken as a given.</p>	
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓✓	Possible	Countywide	Potential for permanent	<p>Development associated with this policy will help to create and maintain jobs both in towns and in rural locations, which may help to reduce unemployment and those on lower incomes, which in turn may help to alleviate deprivation. Depending on the location of new attractions, there is also the potential for development to support the regeneration of parts of the County.</p> <p>There is potential for development to have significant positive effects depending on the type, location and scale of attractions (e.g. how many new training and/ or employment</p>	-

<p><b>7. To develop a sustainable and diverse economy with high levels of employment</b></p>	✓	✓	✓✓	Probable	Countywide	Permanent	<p>opportunities it creates and potential for regeneration).</p> <p>Tourism in the County is an important economic sector, however, it is considered to underperform compared to similar places in terms of visitor numbers, length of stays, etc. By creating and safeguarding employment related to the tourism industry, this policy is likely to promote growth in this key economic sector and help to make the County's economy more resilient. It is considered there is potential for significant positive effects over the long-term as the quantum of development increases and contributes to the economy. The supporting text also highlights the welcoming of improved connectivity between key visitor attractions and vital international gateways (Newcastle Airport, Durham Tees Valley Airport and regional ports). With the existing East Coast mainline, Durham is easily accessible from these international gateways. This should also be highlighted in the supporting text to encourage sustainable transport means for international visitors (ECON1). This could encourage visitors to stay longer in the County as they would be travelling from further afield. This, in addition to other points in the policy, seeks to encourage visitors to stay longer and spend more. This is likely to have indirect economic benefits by supporting other local businesses. Moreover to be permitted new visitor attractions must demonstrate their viability, and where appropriate the support to ensure the viability of existing attraction; meaning that there can be more confidence in the delivery of the positive economic effects of this policy.</p> <p>It will also assist in rural diversification and local employment opportunities; particularly through the change of use of existing buildings and well-designed new buildings will also enhance the rural economy. However, development will have to respect the character and quality of places and give consideration to the beauty that makes natural and built assets worth visiting so that the economic potential of the County can be realised in a sustainable way.</p>	<p><b>ECON1: Amend supporting text: ...bringing international visitors to the region. <u>The East Coast mainline is an example of the existing sustainable connections between international gateways and key visitor attractions, however improved connectivity between...</u></b></p>
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<b>8. To reduce the causes of climate change</b>	?	?	×	Uncertain Possible	Countywide	Permanent	<p>Although the policy is proposing that new development will be located in sustainable and accessible locations, it is unclear as to what this would mean in practice for reducing the causes of climate change. Also existing tourist attractions may not be in such a location, particularly if they are rural. In order to promote sustainable transport to help reduce emissions, ENV2 should be implemented to outline what is meant by 'visitor needs'. This may reduce the need for travel by ensuring that visitor needs are met locally, reducing the number of independent car journeys needed to access them, which is especially important in rural locations.</p> <p>Applications for large scale development could have a range of specific impacts upon communities; however a robust and compressive plan will need to be articulated to ensure correct mitigation methods are implements in addition to highlighting the economic, social and environmental benefits.</p> <p>Hence, it is considered that there is the potential for adverse impacts in the long-term as development is built, and there is an associated potential increase in private car use to access attractions. However the implementation for ENV2 should help mitigate against this. Prior to this, it is considered that impacts overall are uncertain.</p>	
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	?	?	?	Uncertain	County-wide	Permanent	<p>Although the policy is proposing that new development will be located in sustainable and accessible locations, it is unclear as to what this would mean in practice for adaptation. As such impacts are likely to depend on type, location, scale, massing and design of development.</p> <p>Applications for large scale development could have a range of specific impacts upon communities; however a robust and compressive plan will need to be articulated to ensure correct mitigation methods are implemented in addition to highlighting the economic, social and environmental benefits.</p>	
<b>10. To protect and</b>	✓	✓	✓	Possible	Countywide	Permanent	Criterion C of the policy confirms that visitor attractions	-

enhance biodiversity and geodiversity							<p>would be refused if they have unacceptable adverse impact on the County's natural assets. This will therefore include valuable habitat, biodiversity and geodiversity. As such it provides an important safeguard against direct adverse impacts on designated assets – e.g. priority species, Local Nature Reserves, etc.</p> <p>The policy also addresses the potential impacts associated with large-scale development (in economic, social and environmental terms) and in countryside locations, which will provide another layer of protection to assets. Although all applications will be determined against all relevant planning policy, and the County Durham Plan should therefore be read as a whole, it is important that this policy includes such safeguards given the internet tension between support the tourism industry and protecting the natural environment. This is important due to the particular significance of some of the natural assets in the County (e.g. Durham Coast SAC, Northumbria Coast SPA &amp; North Pennine Moors SAC/ SPA) and the fact that the sensitivities of such sites are likely to be adversely affected by such development (e.g. decreased air quality through vehicle emissions, habitat/ species disturbance/ damage/ fragmentation). Promotion of the coast and the moorland/ uplands in the County would increase recreational pressure and disturbance to qualifying species and habitats unless appropriate mitigation action is taken. In this regard it is also considered the potential for positive effects as the supporting text supports this by including text recommended at Issues and Options.</p>	
11. To protect and enhance the quality and character of landscape and townscape	✓/x	✓/x	✓/x	Possible	Countywide	Permanent	<p>Criteria b, c and d will provide safeguards to avoid unacceptable adverse impact on the County's natural and built assets, development is proportionate to the site's location and opportunities for enhancement are considered. There are therefore potential for positive effects in terms of landscape and townscape. In line with the NPPF it is important that assets are sustained and enhanced, as well as protects and therefore it is suggested ENV3 and ENV4 are adopted. However, unlike biodiversity/ geodiversity and the historic environment, it is considered that impacts will</p>	<p><b>ENV3: Amend Criterion c. '...county's valuable natural, built or heritage assets and helps to <u>sustain and enhance any affected asset...</u>'</b></p>

							be wholly dictated by the scale, size, location and type of development being proposed). As such, it has been scored with the potential for positive and negative effects. There are nonetheless potential for positive effects if implemented well.	<b>ENV4: Amend supporting text: ‘...compatible with its location in order to protect and enhance this areas unique character...’</b>
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓	✓	✓	Possible	Countywide	Permanent	<p>The policy includes criterion c, which confirms that attractions would be refused if they have an unacceptable adverse impact on the County’s natural, heritage assets. This will include impact upon the County’s valuable and key historic assets. The implementation of ENV3 will help to ensure that heritage assets are sustained for future generations, in line with the NPPF. As such, it will help to ensure there is a certain level of protection to ensure that the assets, which are usually the reason for visitors being attracted to the County, are not damaged.</p> <p>Overall impacts on the historic environment were considered likely to be positive because the policy also includes criterion d, which will assist in seeking to enhance cultural, environmental or heritage assets. This could secure important positive impacts for a variety of heritage assets and help to reduce the number that are ‘at risk’.</p> <p>The supporting text highlights the importance of Historic Rural Estates to County Durham and therefore references the sensitive development needed to protect and enhance these assets.</p> <p>The implementation of criteria d is key to ensuring positive outcomes, and will, as a consequence ensure there are no adverse impacts as a result.</p>	-
<b>13. To protect and improve air, water and soil resources</b>	?	?	?	Uncertain	Countywide	Permanent	Overall, impacts on resources are considered to be uncertain as they will be dictated by the type of attraction, type of visitors, length of stay, mode of transport used, scale, massing, and design of development, etc. This is	-

							<p>particularly the case for soil and water quality. Other Plan policies should ensure that adverse impacts are avoided or mitigated.</p> <p>Although the option is proposing that new development will be located in sustainable and accessible locations, it is unclear as to what this would mean in practice in for air quality in particular. This is because the policy may still lead to decreases in air quality, especially if attractions are located in Durham City, facilitating more need to travel through the town centre increasing impact upon the AQMA. However, Durham is on the East Coast Main Railway Line, and thus has excellent access to more sustainable forms of transport.</p> <p>In terms of air quality impact upon rural areas is likely to be de-minimise, due to the need for it to be located alongside an existing visitor attraction and lack of air quality issues in such parts of the County.</p>	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	<b>X</b>	<b>X</b>	<b>X</b>	Possible	Countywide	Indirect	Potential indirect increase in waste related to developments, as more visitors will ultimately create more waste; irrespective of waste management schemes in place. Impact likely to be minor.	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	-	-

## Policy 8: Visitor Accommodation

SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	X	X	X	Possible	Countywide	Indirect.  Potential for permanent effects.	There is potential for indirect unacceptable impacts on housing supply as a result of an increase in the number of, for instance, holiday rental properties, by putting extra pressure on the local housing market and reducing affordability for local residents. Unacceptable impacts are more likely in parts of the County where affordability of housing is currently an issue (e.g. Durham City and rural West Durham). In rural areas this could mean the conversion of farm buildings, steadings, rural dwellings and land that could be used for permanent residential housing. There may also be particular issues for Durham City if hotels are created on land suitable for housing. Overall this policy may therefore restrict the type, size and affordability of available housing for residents across the County, depending on where new visitor accommodation is located. In determining proposals for new/ extensions to existing visitor accommodation, the policy will ensure weight is given to the identified need of that particular type of accommodation in that particular area. This baseline evidence is provided by the detailed audit (Source: Visit County Durham, 'County Durham Visitor Accommodation - Futures Study', 2012) and will help to lessen the magnitude and likelihood of unacceptable effects by ensuring there is no oversupply of visitor accommodation.	-
2. To promote strong, secure communities	✓/X	✓/X	✓/X	Possible	Countywide	Permanent  Direct	Overall it is considered that effects are likely to be minor, but with the potential for positive and adverse impacts. Impacts will largely be determined by the type, scale and location of accommodation provided. Importantly all proposals for new and extensions to existing visitor attractions must be based on identified need, particularly in rural locations, as well as appropriate to the scale and character of the area. This is likely to minimise magnitude of effects.  There may be instances where this policy may improve the sense of	<b>SOC1: Amend wording of Criterion f: '...It exploits any <u>It demonstrates clear opportunities to make its location...</u>'</b>

						<p>community and safety by increasing a wider engagement and activity levels in town/ village centres. This may have a positive effect in the evenings if it supports a local evening economy.</p> <p>However, an increase in tourist accommodation could increase unacceptable impacts of traffic within urban and rural communities. For instance, a significant increase in private car use could mean that community safety is reduced and severance becomes an issue for residents. A concentrated influx of temporary casual visitors can also lead to a loss of a sense of community. It may also foster animosity in relation to local amenity issues (e.g. noise, traffic, waste, etc.).</p> <p>This policy states that any opportunities to make a visitor accommodations' location more sustainable is exploited. The NPPF states that planning policies and decisions should enable the retention and development of accessible local services and community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship). If opportunities are exploited and accommodation was located in a sustainable location it is likely to support services and facilities in rural areas, thereby supporting and enhancing the local community. Nevertheless, whilst this could have a positive effect on communities, it also caveats the opportunity for the accommodation to not be in a sustainable location. It is recommended that this is amended as the current wording is unclear in terms of what is required to be demonstrated (SOC1). The supporting text highlights that proposals would need to demonstrate that they do not have an unacceptable impact on the local roads and improve the scope of access on foot, cycling or public transport. Therefore this would need to be considered by a case by case basis, however if implemented incorrectly, there is an opportunity for this to have a negative impact on this sustainability objective. Therefore amendments to the policy should be adopted to ensure this negative impact is minimised (SOC2 and SOC3) and visitor needs are accounted for (SOC4). In addition, in the case where proposals can be accepted that are not served by public transport and/or close to existing services may promote social isolation for those that use the visitor accommodation. This may decrease a sense of safety and/or security. This would be dependent on the duration of the visitors stay and is deemed to be</p>	<p><b>SOC2: Amend supporting text: '...applicants will need to demonstrate that proposals development is sensitive to its surroundings and does not have an unacceptable impact on local roads, and that any opportunities to improve the scope exploiting the opportunity to improve access by on foot, cycling and/or by public transport.'</b></p> <p><b>SOC3: Provide clarity on what is meant by 'more sustainable', possibly by means of a definition.</b></p> <p><b>SOC4: Provide clarity on what is meant by 'visitor needs,' possibly by means of a</b></p>
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							minor.	definition.
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	0	0	0	Probable	Countywide	Temporary (potential for permanent) Indirect	Overall minor impacts are considered likely (particularly in rural communities). Development is unlikely to improve the quantity or quality of educational opportunities, access to them, associated aspirations or promote life-long learning. However, small-scale training opportunities could be realised. There is potential for positive effects depending on the scale and type of visitor accommodation approved.	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	0	0	0	Probable	Countywide	Temporary (potential for permanent) Indirect	<p>Impact likely to minor as development is unlikely to impact public open space or reduce health inequalities. Increased visitor accommodation, especially in countryside areas may nonetheless lead to the promotion of walking and cycling activities.</p> <p>Although there is less certainty about reducing the need to travel and use of sustainable modes of transport, the policy has the potential to help reduce the use of the private car (criteria a, d and f); and therefore the adverse impacts of decrease in air quality. This is a particular issue in Durham City and therefore measures to monitor air quality and traffic flows in areas where congestion is already an issue (e.g. Durham City Air Quality Management Area) to determine impacts of new development on air quality to ensure that mitigating action can be taken as necessary, as suggested at the Preferred Options stage of the plan.</p>	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	0	?	?	Probable Uncertain	Countywide	Permanent Direct	In the short-term is considered that this policy will have minor effects given the likely scale and number of new/ extensions to existing visitor accommodations coming forward (i.e. no significant change in reducing the need to travel or use of sustainable transport options over current levels). All applications must also demonstrate need against the detailed audit Source: Visit County Durham, 'County Durham Visitor Accommodation); meaning that the policy is not permissive and will help to ensure there is no oversupply or a high-volume of applications approved irrespective of location. Due to the variables that influence the likely effects of this policy against this objective (e.g. size/ type of visitor accommodation, its location as well as type of visitors, length of their stay, and modes of transport available/ encouraged), there is a degree of uncertainty over the	<p><b>ENV1: Amend wording of Criterion f: '...It exploits any It demonstrates clear opportunities to makes its location...'</b></p> <p><b>ENV2: Amend supporting text: '...applicants will</b></p>

					<p>medium- and long-term. This outcome of this policy on the objective could be improved by aligning polices such as Delivering Sustainable Transport and Durham Cities Sustainable Transport will ensure there is an integrated approach to delivering sustainable transport. This policy states that any opportunities to make a visitor accommodations' location more sustainable is exploited. The NPPF states that planning policies and decisions should enable the retention and development of accessible local services and community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship), which would reduce the reliance on private car usage, especially in rural locations. If opportunities are exploited and accommodation was located in a sustainable location it is likely to support and promote sustainable transport measures. Nevertheless, it also caveats the opportunity for the accommodation to not be in a sustainable location. It is recommended that this is amended as the current wording is unclear in terms of what is required to be demonstrated (ENV1).</p> <p>However, criterion (a) requires all proposals for visitor accommodation to be appropriate to the scale and character of the area. This is likely to help avoid large-scale developments in more rural locations which would encourage the use of the private car. Equally, larger developments such as hotels are more likely to be deemed appropriate in places such as Durham City where access to sustainable modes of transport is good. Given that the NPPF categorises hotels as a 'town centre use', proposals that seek to locate a hotel beyond the town centre boundary must conduct a sequential approach and provide robust justification. This with also help to ensure the need to travel by unsustainable modes of transport is not encouraged on a large-scale. The provision of tourist accommodation, especially in rural areas may assist in the retention/protection of local amenities such as shops, post offices and public houses. This may only be on a seasonal basis. The policy (criteria f) also states that accommodation will be permitted in the countryside where this site 'is in an appropriate location in terms of access to existing services'. Having local facilities nearby to accommodation will not only reduce visitors need to travel, but may also encourage them to use more sustainable modes of transport</p>	<p><b>need to demonstrate that proposals development is sensitive to its surroundings and does not have an unacceptable impact on local roads, and that any opportunities to improve the scope exploiting the opportunity to improve access by on foot, cycling and/or by public transport.'</b></p>
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							(e.g. walking and cycling). ENV2 should be adopted to ensure that any development is sensitive to its surroundings in addition to exploiting opportunities to improve access by foot, cycling and/or public transport. Currently the supporting text appears to be focused on with transport and access, however as stated in the NPPF, suitable development is achieved by three overarching objectives, namely economic, social and environmental (NPPF, paragraph 8). Therefore, ENV2 ensures the environmental objective is maintained in the policy and in line with paragraph 84 (NPPF). Arguably this policy does not help to reduce the need to travel as it is seeking to support the visitor economy and attract visitors into the County from the region, country and abroad. This has nonetheless been taken as a given.	
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓✓	Possible	Countywide	Permanent Direct	It is likely that by supporting new visitor accommodation across the County this policy will help to create and maintain jobs both in towns and in rural locations. This is likely to help those on lower incomes in the service sector; and therefore help to alleviate deprivation. This important given that deprivation is a countywide issue that the Plan should help address. Although improved from its rank in 2010 (62 <sup>nd</sup> most deprived area in England), County Durham is still considered within the top 20-30% most deprived areas in England (in 2015 it was ranked 75 <sup>th</sup> out of 326 local authority areas. <sup>3</sup> There is potential for development to have significant positive effects depending on the scale and location of new accommodation (i.e. how many new training and/ or employment opportunities it creates).	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓✓	Probable	Countywide	Permanent Direct Indirect	Tourism in the County is an important economic sector, however, it is considered to underperform compared to similar places in terms of visitor numbers, length of stays, etc. (Source: Visit County Durham, 'County Durham Visitor Accommodation - Futures Study', 2012). By creating and safeguarding employment related to the tourism industry, this policy is likely to promote growth in this key economic sector and help to make the County's economy more resilient. It is considered there is potential for significant positive effects over the long-term as the quantum of development increases and contributes to the economy.	<b>ECON1: Provide clarity on what is mean by 'more sustainable', possibly by means of a definition.</b>  <b>ECON2: Provide clarity on what is meant by 'visitor</b>

							<p>By helping to improve the quantity and quality of the tourist accommodation offer in the County the policy seeks to encourage visitors to stay longer and spend more. This is likely to have indirect economic benefits by supporting other local businesses in proximity to the development. New facilities are also likely to increase the range of business and conference facilities within the city, which could to further boost the economy. Moreover to be permitted extensions to existing visitor accommodation must demonstrate how proposals support future business viability; meaning that there can be further confidence in the delivery of the positive economic effects.</p> <p>It is also likely to support rural diversification and local employment opportunities; particularly the change of use/ conversion of existing buildings and well-designed new buildings will enhance the rural economy. However, development will have to respect the character and quality of places and give consideration to the beauty that makes natural and built assets worth visiting so that the economic potential of the County can be realised in a sustainable way. However, if development is located in rural locations away from local services and facilities it may not support facilities as adequately. However this will have to be assessed on a case by case basis as to the suitability of the location and if it can be made 'more sustainable' (ECON1 and ECON2).</p>	<p><b>needs,' possibly by means of a definition.</b></p>
<b>8. To reduce the causes of climate change</b>	<b>0</b>	<b>?</b>	<b>?</b>	Probable Uncertain	Countywide	Permanent Direct	<p>In the short-term is considered that this policy will have minor effects, in construction or operation, given the likely scale and number of new/ extensions to existing visitor accommodations coming forward. All applications must also demonstrate need against the detailed audit Source: Visit County Durham, 'County Durham Visitor Accommodation); meaning that the policy is not permissive and will help to ensure there is no oversupply or a high-volume of applications approved irrespective of location. Due to the variables that influence the likely effects of this policy against this objective (e.g. size/ type of visitor accommodation, its location as well as type of visitors, length of their stay, and modes of transport available/ encouraged), there is a degree of uncertainty over the medium- and long-term. Aligning polices such as Delivering Sustainable Transport and Durham Cities Sustainable Transport will ensure there is an integrated approach to delivering sustainable transport.</p>	<p><b>ENV3: Outline, perhaps by means of a definition of what is meant by 'more sustainable' in Criterion F.</b></p> <p><b>ENV4: Provide clarity on what is meant by 'visitor needs,' possibly by means of a definition.</b></p>

							<p>Where this policy enables the expansion of existing visitor accommodation this may encourage the use of the private car (e.g. rural locations that are less accessible by other modes of transport). This is irrespective if it can be demonstrated that it meets a need, supports business viability and is nearby to services/ facilities. However, if development is located in rural locations away from local services and facilities it may not support facilities as adequately. However this will have to be assessed on a case by case basis as to the suitability of the location and if it can be made 'more sustainable' (ENV1). By accounting for what the visitor needs are on a case by case basis could lead to the location being 'more sustainable' (ENV2).</p> <p>However, criterion (a) requires all proposals for visitor accommodation to be appropriate to the scale and character of the area. This is likely to help avoid large-scale developments in more rural locations which would encourage the use of the private car/ increase carbon emissions. Equally, larger developments such as hotels are more likely to be deemed appropriate in places such as Durham City where access via walking, cycling and public transport is good. Given that the NPPF categorises hotels as a 'town centre use', proposals that seek to locate a hotel beyond the town centre boundary must conduct a sequential approach and provide robust justification. This will also help to ensure transport emissions associated with any increase in need to travel are not substantial. The policy (criteria f) also states that accommodation will be permitted in the countryside where this site 'is in an appropriate location in terms of access to existing services'. Having local facilities nearby to accommodation will not only reduce visitors need to travel, but may also encourage them to use more sustainable modes of transport (e.g. walking and cycling); thereby avoiding/ mitigating increase in transport emissions.</p> <p>Caravans and other chalet type developments are also noted for their poor energy efficiency characteristics; hence there is potential for unacceptable impacts in relation to this depending on the number of proposals approved.</p>	
<b>9. To respond</b>	?	?	?	Uncertain	County-wide	Permanent	Overall the impacts are uncertain given that they will depend on type, location, scale, massing and design of new visitor accommodation.	-

and enable adaptation to the inevitable impacts of climate change							The policy confirms that development for new and extensions to existing camping and caravanning sites would only be supported if they provide flood risk warning and evacuation plans. Whilst it would be preferable for development to be located outside of flood risk areas, it is appreciated that such developments are classed as 'more vulnerable' and would be acceptable in such locations with the proviso that there are flood risk warning and evacuation plans. It is also important to recognise that the mobile nature of caravans and camping, will not ultimately increase flood risk as there would be minimal structures built on the flood plain.	
10. To protect and enhance biodiversity and geodiversity	✓	✓	✓	Possible	Countywide	Permanent	<p>Although this policy seeks to support and encourage the development of new visitor accommodation, it is clear the policy intent is that this should not be at the expense of the natural environment; particularly since some of the County's main attractions are natural assets. This is particularly important given the diversity and value of the County's habitats and species. For instance, the County has significant areas of highly sensitive biodiversity particularly at the Coast and in the West (e.g. Durham Coast SAC, Northumbria Coast SPA &amp; North Pennine Moors SAC/ SPA). Potentially increased accommodation and promotion of these areas as visitor destinations has the potential to have adverse effects (e.g. recreational pressure and habitat disturbance) on qualifying features and species.</p> <p>Criterion (b) provides a key safeguard against any 'unacceptable impact on the County's valuable natural assets', which would include the range of protected habitats and species from the local to European level. By including this qualifying criterion the policy requires other relevant Plan policies to be used to determine the acceptability of impacts that arise from visitor accommodation proposals. This provides assurance that biodiversity will be protected and suitable mitigation delivered alongside proposals where required.</p> <p>Moreover the policy seeks to ensure development is appropriate to the scale and location of the area (criterion a), is based on a specific identified visitor need in rural locations (criterion d), and the location is appropriate in terms of access to local services/ facilities (criterion f). These criterion will help to protect species and habitats by</p>	<p><b>ENV2: Amend supporting text: '...applicants will need to demonstrate that proposals development is sensitive to its surroundings and does not have an unacceptable impact on local roads, and that any opportunities to improve the scope exploiting the opportunity to improve access by on foot, cycling and/or by public transport.'</b></p>

							<p>ensuring that development is not permissive and result in an oversupply of inappropriate development, particularly in the countryside, which is likely to result in the loss of greenfield sites (and therefore the loss/ fragmentation of habitats/ wildlife corridors). ENV1 should be adopted to ensure that any development is sensitive to its surroundings in addition to exploiting opportunities to improve access by foot, cycling and/or public transport. Currently the supporting text appears to be focused on with transport and access, however as stated in the NPPF, suitable development is achieved by three overarching objectives, namely economic, social and environmental (NPPF, paragraph 8). Therefore, ENV1 ensures the environmental objective is maintained in the policy and in line with paragraph 84 (NPPF).</p> <p>Although there is less certainty about reducing the need to travel and use of sustainable modes of transport, the additional criteria have the potential to help reduce the use of the private car; and therefore the unacceptable impacts of increased vehicular movements (e.g. road kill) and decrease in air quality.</p>	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Probable	Countywide	Permanent	<p>Although this policy seeks to support and encourage the development of new visitor accommodation, it is clear the policy intent is that this should not be at the expense of the natural environment; particularly since some of the County's main attractions. This is particularly important given the diversity and value of the County's landscapes and townscapes.</p> <p>Criterion (b) provides a key safeguard against any 'unacceptable impact on the County's valuable natural and built assets'. By including this qualifying criterion the policy requires other relevant Plan policies to be used to determine the acceptability of impacts that arise from visitor accommodation proposals. This provides assurance that the County's varied and valued landscapes and townscapes will be protected and suitable mitigation delivered alongside proposals where required. Criterion (a) also ensures that any new development is appropriate to the scale and character of the area, which will provide a more strategic policy safeguard against potential adverse impacts to the County's landscape and townscape.</p> <p>However, as this policy covers proposals for new or extensions to</p>	-

							existing sites for chalets, camping, and caravanning (the accommodation itself plus storage and infrastructure), it provides extra safeguards against adverse impact on the landscape and townscape: e.g. criterion (h). These are considered to be robust and even requires new or additional screening to be established before proposed development can take place. As a result positive effects are considered likely as a result of these criteria.	
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓	✓	✓	Possible	Countywide	Permanent	<p>Although this policy seeks to support and encourage the development of new visitor accommodation, it is clear the policy intent is that this should not be at the expense of the historic environment; particularly since some of the County's main attractions are heritage assets (e.g. Durham Cathedral and Castle World Heritage Site).</p> <p>Criterion (b) provides a key safeguard against any 'unacceptable impact on the County's valuable heritage assets', which would include the range of designated and non-designated assets (e.g. WHS, Conservation Areas, Listed Buildings, archaeology, local listings, etc.). By including this qualifying criterion the policy requires other relevant Plan policies to be used to determine the acceptability of impacts that arise from visitor accommodation proposals. This provides assurance that the County's heritage will be protected and suitable mitigation delivered alongside proposals where required.</p> <p>Moreover the policy seeks to ensure development is appropriate to the scale and location of the area (criterion a) and is based on a specific identified visitor need in rural locations (criterion d). These criterion will help to protect the historic environment by ensuring that development is not permissive and result in an oversupply of inappropriate development, particularly in the countryside, which could affect the significance of assets by impacting upon their setting.</p>	-
<b>13. To protect and improve air, water and soil resources</b>	?	?	?	Uncertain	Countywide	Permanent	<p>Overall, impacts on resources are considered to be uncertain as they will be dictated by the type of attraction, type of visitors, length of stay, mode of transport used, scale, massing, and design of development, etc.</p> <p>In terms of air quality, where this policy enables the expansion of existing visitor accommodation this may encourage the use of the private car (e.g. rural locations that are less accessible by other</p>	-



							<p>modes of transport) and therefore increase emissions/ decrease air quality. Also criterion (a) requires all proposals for visitor accommodation to be appropriate to the scale and character of the area. This is likely to help avoid large-scale developments in more rural locations which would encourage the use of the private car/ increase carbon emissions/ decrease air quality. The policy (criteria f) also states that accommodation will be permitted in the countryside where this site 'is in an appropriate location in terms of access to existing services'. Having local facilities nearby to accommodation will not only reduce visitors need to travel, but may also encourage them to use more sustainable modes of transport (e.g. walking and cycling); thereby avoiding/ mitigating increase in transport emissions/ decrease air quality. However, impacts in rural parts of the County are likely to be de-minimise given the lack of air quality issues. Larger developments such as hotels are more likely to be deemed appropriate in places such as Durham City. However, in terms of air quality there is potential for positive and negative impacts. This location provides opportunities for walking, cycling and public transport (including ECML train). Despite this Durham City declared an Air Quality Management Area (AQMA) in 2011 which was subsequently extended in 2014. As such there is potential for development associated with this policy to exacerbate air quality issues in the city centre depending on scale of proposals/ increase in visitor numbers/ modes of transport used and therefore a mitigation measures to monitor air quality and traffic flows in areas where congestion is already an issue (e.g. Durham City Air Quality Management Area) to determine impacts of new development on air quality to ensure that mitigating action can be taken as necessary, as suggested at the Preferred Options stage of the plan.</p> <p>That being said, it is considered that other Local Plan policies will help to ensure that adverse impacts are avoided/ mitigated as appropriate.</p>	
<b>14. To reduce waste and encourage the sustainable and efficient use of</b>	<b>x</b>	<b>x</b>	<b>x</b>	Possible	Countywide	Indirect	Potential indirect increase in waste related to developments, as more visitors will ultimately create more waste; irrespective of waste management schemes in place. Impact likely to be minor.	-

materials								
15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment	0	0	0	-	-	-	-	-

### Policy 9: Retail Hierarchy and Town Centre Development

SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	✓	✓	✓	Possible	Countywide	Permanent	The policy and supporting text indicates that within sub regional, large and small town centres residential uses will be supported in accordance with other policies within the Plan, contributing to the overall housing supply. By following other policies within the Plan, this will ensure homes will be decent, meeting the affordability requirement. Although the main focus of this policy is concerned with the Retail Hierarchy, this policy does support residential development and therefore could have a possible positive impact on the decent and affordable homes objective, which would contribute to the vitality and viability of town centres.	-
2. To promote	✓	✓	✓✓	Probable	Countywide	Permanent	This policy recognises that town and local centres are at the heart of	<b>SOC1: Provide</b>

<p><b>strong, secure communities</b></p>				<p>Possible</p>			<p>local communities and seeks to protect them, making them convenient and accessible to meet the needs of the residents. It also specifically states that it will support proposals for new town centres across all of the county's centre that will bring about regeneration and environmental improvements.</p> <p>Specifically by ensuring that proposals are appropriate in terms of the size and function of particular centres, and they are convenient and accessible to meet the daily needs of residents and contribute to social inclusions will have positive impacts in promoting strong, cohesive and secure communities.</p> <p>Towns with high levels of retail vacancies are more likely to suffer from anti-social behaviour and a poor sense of place/ community spirit. This policy seeks to address this and reduce people's fear of crime by directing retail development to appropriate locations in order to protect and enhance the retail focus of the various settlements across the County. In addition the policy requires new development proposals to positively contribute towards the evening economy in centres as long as they accord with other relevant Local Plan policies (e.g. Amenity and Pollution). The evening economy plays a vital role in community safety and residents'/ people's sense of safety and as such a vibrant centre atmosphere should help to encourage a wider sense of community and safety. The supporting text specifically highlights this and identifies intended improvements to Newton Aycliffe's evening economy.</p> <p>The impact of 'out of centre' and 'edge of centre' (i.e. outside in centre locations (SOC1) as shown on the proposals maps) retail proposals on centres across the County is of particular concern for the sustainability and vibrancy of communities – particularly local centres where this could result in the loss of essential shops, community or cultural facilities. The policy seeks to restrict proposals for 'town centre uses' (ranging from retail development, leisure, entertainment and more intensive sport and recreation and recreation uses, offices, and arts, culture and tourism development, as defined in the NPPF Glossary) outside in centre locations by requiring proposals to be supported by a sequential impact assessment in accordance with the NPPF and relevant PPG. It even goes as far to set specific thresholds for when such an assessment is required</p>	<p><b>clarity on what is meant by an 'in centre location,' possibly by means of a definition.</b></p>
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							<p>depending on the proposal and the centre location that will be affected; thus ensuring that all centres in the retail hierarchy and their communities will be protected. It also states that in all other locations outside of those in centre locations, the loss of essential shops and services will be resisted. The policy, for clarification, states that where an application fails its sequential test, it will be refused, further protecting in centre locations.</p> <p>Importantly, the policy and supporting text also recognises that development at the district centres (i.e. Arnison Centre and Sherburn Road, Durham City) should not undermine the role of other higher order centres and particularly the Sub-Regional Centre of Durham city centre, ensuring that applicants will be required to consider the impact on Durham City Centre where the proposed floorspace is above 2,500 sqm. The policy further recognises the important role that residential development can have in supporting and ensuring the vitality of centres, in line with the NPPF.</p> <p>Given the change of use class legislation, 'pop up' shops and restaurants do not require planning permission if they are under 1,500 sqm and located within existing commercial premises. The policy does include requirements for them and recognises their contribution to the vibrancy of centres.</p> <p>Thus, short and medium-term impacts are likely to have a probable positive effects, with possible significant positive effects likely on a long-term as development is phased out.</p>	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Probable	Countywide	Permanent	<p>The promotion of a retail and leisure development (and additional town centre uses as defined by the NPPF) in line with the retail hierarchy is likely to provide opportunities for employment and training in locations that are accessible to people, particularly young people, by public transport. In fact the policy states that it will support proposals for new town centre development where it is convenient and accessible. Depending on the scale and type of development, there is potential for this policy to raise educational and employment aspiration and improve the skills base of the County's labour force.</p>	-
<b>4. To reduce health inequalities and promote healthy</b>	✓	✓	✓	Probable	Countywide	Permanent Direct	<p>The policy seeks to focus new retail development in accordance with the hierarchy of centres across the County and requires proposals to be convenient and accessible to meet the daily needs of residents</p>	-

<p><b>lifestyles</b></p>							<p>and contribute to social inclusion. Such an approach will have positive effects in terms of physical and mental health.</p> <p>By ensuring retail, leisure, entertainment and more intensive sport and recreation facilities are developed in central locations within settlements and that the scale and function of proposals is consistent with the specific centre (e.g. premises with significant retail floorspace and attract more people will be located in the Sub-Regional Centre (i.e. Durham City and Bishop Auckland), which are more accessible by a variety of sustainable modes of transport, the policy will help to ensure new development is accessible by public transport and potentially encourage its use along with walking, cycling and 'linked trips'. The policy further recognises the important role that residential development can have in supporting and ensuring the vitality of centres, in line with the NPPF. This will ensure that residential uses are located close to retail facilities, furthering peoples' ability to walk and cycle, promoting healthy lifestyles. The policy will also support proposals that bring about regeneration and environmental improvements. The supporting text clarifies that improvements to the public realm in Durham City (North Road), for example, is likely to encourage walking/ cycling as well as improving road/ pedestrian safety. This is likely to support healthier and more active lifestyles.</p> <p>Improved provision of leisure facilities within centres across the County will also help to encourage healthier lifestyles by making activities such as swimming and sports more accessible.</p> <p>However, by encouraging retail/ leisure development in the sub-regional centres the policy will arguably make them more attractive as destinations for visitors and increase the number of trips. Although Durham city and Bishop Auckland are accessible by public transport, it is possible that people will use private cars to get to such places. This is because according to 2011 census data<sup>4</sup> for County Durham the most popular mode of travelling to work is car: e.g. by car (driver</p>	
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<sup>4</sup> [https://www.nomisweb.co.uk/census/2011/QS701EW/view/1946157058?rows=cell&cols=rural\\_urban](https://www.nomisweb.co.uk/census/2011/QS701EW/view/1946157058?rows=cell&cols=rural_urban)

						<p>or passenger) 44.8%; on foot 6.2%; by bus 3.6%, by bicycle 0.6%; and by train 0.5%. There will clearly be variations at a settlement level, but this was considered representative in this case. As such, the policy could give rise to an increase in air pollution if mitigation and investment in sustainable transport improvements do not accompany retail/ leisure development. This is a particular issue for Durham city which already has a designated Air Quality Management Area within the city centre. Despite this, overall impacts are likely to be positive.</p> <p>The links between improved physical health and mental health are well recognised; and as such, this policy is likely to have health benefits. In addition, the policy requires new town centre development to contribute to social inclusion. This specifically will help to reduce social isolation and improve resident's mental health.</p>	
<p><b>5. To reduce the need to travel and promote use of sustainable transport options</b></p>	✓	✓	✓	Possible	Countywide	<p>Permanent</p> <p>Indirect</p> <p>As the policy ensures that retail development in centres across the County are convenient and accessible as well as that the scale and function of proposals are consistent with the specific centre (e.g. premises with significant retail floorspace and attract more people will be located in 'higher order' centres, which will be more accessible by a variety of sustainable modes of transport), it will help to encourage the use of sustainable modes of transport, 'linked trips' and potentially reduce the need to travel. Improving the retail/ leisure offer in settlements closer to where people live, in addition to recognising the benefit of locating residential uses close to sub-regional, large and small town centres, may encourage them to shop more locally rather than to travel further to centres higher up the retail hierarchy. Such trips, due to the reduced distance, may also encourage people to take a more sustainable mode of transport, particularly for everyday requirements.</p> <p>The policy will also support proposals that bring about regeneration and environmental improvements. The supporting text clarifies that improvements to the public realm in Durham City (North Road), for example, is likely to encourage walking/ cycling and use of public transport.</p> <p>By actively seeking to restrict proposals for 'town centre use' development beyond in centre locations (ENV1), the policy is also</p>	<p><b>ENV1: Provide clarity on what is meant by an 'in centre location,' possibly by means of a definition.</b></p>

							likely to reduce the need to travel and the number of trips made by car to access such shops/ facilities. However, by encouraging retail/ leisure development in the sub-regional centres the policy will arguably make them more attractive as destinations for visitors and increase the number of trips. Although Durham City and Bishop Auckland are accessible by public transport, it is possible that people will use private cars to get to such places. This is because according to 2011 census data <sup>5</sup> for County Durham the most popular mode of travelling to work is car: e.g. by car (driver or passenger) 44.8%; on foot 6.2%; by bus 3.6%, by bicycle 0.6%; and by train 0.5%. There will clearly be variations at a settlement level, but this was considered representative in this case. As such, the policy could give rise to an increase car use if mitigation and investment in sustainable transport improvements do not accompany retail/ leisure development. Overall, impacts are still considered likely to be positive.	
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓✓	Certain	Countywide	Permanent Direct Indirect	Specifically this policy states that proposals which will support the regeneration of centres and bring about environmental improvements will be support. The supporting text also highlights certain centres where regeneration benefits of new development could be significant: e.g. Durham City (North Road), Spennymoor (Festival Walk), and Peterlee. By identifying specific areas in need of regeneration through town centre development and recognising the role of adopted town centre masterplans, there is potential for significant positive effects over the long-term.  New 'town centre use' proposals not only need to be located within in centre locations (or a sequential test provided depending on the centre in question and specifics of the proposal), but must also be convenient and accessible to be supported. The scale and function of proposals must also be consistent with the specific centre; meaning that the premises with significant retail floorspace which attract more people will be in higher order centres which will be more accessible by a variety of sustainable modes of transport. This means that employment/ training opportunities will be accessible,	-

<sup>5</sup> [https://www.nomisweb.co.uk/census/2011/QS701EW/view/1946157058?rows=cell&cols=rural\\_urban](https://www.nomisweb.co.uk/census/2011/QS701EW/view/1946157058?rows=cell&cols=rural_urban)

							<p>and probably by a variety of transport options. This is particularly important if such opportunities are to be accessible to those on lower incomes and the young, given that they are less likely to have access to a car. Not only this, but by protecting and encouraging new development in existing centres across the County is also likely to support create/ safeguard employment. Indirectly the development of further retail floor space should also support construction jobs. This is because many of the settlements identified in the hierarchy have at least some areas that fall within the top 30% of the County's most deprived areas and some within the top 10%. Hence unemployment is an important issue to be addressed.</p> <p>This policy is likely to support wider town centre regeneration initiatives and adopted Town Centre Masterplans. Encouraging appropriate commercial redevelopment of centres across the County should help to address long-standing vacant units, which are often cited as a fundamental barrier to achieving regeneration.</p>	
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Probable	Countywide	Permanent Direct Indirect	<p>This policy recognises that retailing and the County's town centres are key drivers of the local economy; and that understanding the role and function of each centre is vital to improve the County's overall economic performance. By defining the different centres across the County and grouping them considering the specific roles they fulfil, it ensures that no one centre will encroach on the vitality and viability of the others and retail development is appropriate and sustainable.</p> <p>This policy is likely to have positive economic impacts by directly providing new employment/ training opportunities, which will help to reduce unemployment levels within the county. It will also provide economic benefits by supporting/ protecting existing businesses and their employees. It is also likely the development implemented through this policy will support regeneration schemes and so improve the social, economic, and environmental conditions of settlements; and thereby attract further inward investment. This may mean that people, particularly young people, are encouraged to stay in the area to live and work.</p> <p>The policy also ensures that the A1 retail offer is maintained in primary shopping areas of the County's Sub-Regional and Large Town centres in order that they maintain the main retail offer along</p>	-



							<p>with appropriate provision of non-A1 facilities to enhance the town centre experience/ choice. However, as the supporting text explains, a pragmatic view in this regard may be required given the challenging economic conditions that some of the County's centres face: i.e. in order to avoid long-term vacancies, proposals for non-A1 uses may be considered.</p> <p>Recognising the commercial importance of the different centres across the County is likely to help support the proposed level of new housing allocations and enable them to better perform their commercial role within the county and region (e.g. Durham City). All of which is likely to help secure the economic aspirations of the County and make it more resilient over the long-term.</p>	
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Possible	Countywide	Permanent	<p>If there is a greater retail offer in centres more locally to residents, this may reduce the need to travel (greater distances) and therefore minimise a rise in transport related carbon emissions. It could also mitigate against the pull of more regional centres.</p> <p>By focusing new retail and leisure development in either central locations or in places that are easily accessible by public transport, this policy could encourage either shorter trips by private car or the use of more sustainable modes of transport. Having a greater offer in the sub-regional centres may mean that linked trips can be made, which could reduce the number of trips by private car also. New development is likely to be constructed against new building regulations and as such be more efficient than existing development.</p> <p>The policy further recognises the important role that residential development can have in supporting and ensuring the vitality of centres, in line with the NPPF. This will ensure that some residential uses are located close to retail facilities, further reducing the need to travel.</p>	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	?	?	?	Uncertain	Countywide	Permanent	<p>It is considered that the effects of this policy in terms of climate change adaptation will ultimately depend on location, design, layout, scale, massing and operation of new development. Overall impacts are considered likely to be uncertain.</p> <p>Requirements on the drainage and sewer networks would need to be evaluated in relation to potential impacts on designated sites as well</p>	-

							as mitigating against the increased runoff from large areas of hardstanding. It is nonetheless considered that the requirements in other Plan policies would avoid/ mitigate adverse impacts.	
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓	✓	✓	Probable	Countywide	Permanent	<p>Primarily this policy will ensure that new retail development is appropriate in terms of its location (i.e. prioritises commercial centres and the primary shopping areas and restricts 'out of centre' development) and contributes to sustainable development. As such it is likely to have positive effects in general terms with regards to protecting biodiversity and geodiversity.</p> <p>Specifically, by directing new development to existing commercial/ urban sites and preventing/ limiting greenfield development this policy is likely to protect rare and common species and habitats (i.e. avoid disturbance, fragmentation or loss of protected species and habitats). If there is the potential for adverse effects on assets, other Plan policy requirements will manage such impacts.</p>	-
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Probable	Countywide	Permanent	<p>Primarily this policy will ensure that new retail development is appropriate in terms of its location (i.e. prioritises commercial centres and the primary shopping areas and restricts 'out of centre' development) and contributes to sustainable development. As such it is likely to have positive effects in general terms with regards to protecting landscapes and townscapes.</p> <p>More specifically, the policy includes requirements that provide further assurances that new retail development will avoid adverse impacts and help to secure positive impacts on townscape in particular. As well as helping to facilitate regeneration and environmental improvements, the policy requires new retail development to:</p> <ul style="list-style-type: none"> <li>) Be consistent in scale with the size and function of the centre; and</li> <li>) Undertake impact assessments if they are over a particular size threshold in particular centres.</li> </ul> <p>It also states that proposals which positively contribute to the evening economy will be supported as well as clarifying that the specific build environment/ amenity issues associated with A5 uses are recognised, but expects such proposals to meet the requirements of the Hot Food Takeaways policy.</p>	-

							As such it is considered that the policy will help to deliver townscape improvements, particularly in those settlements that are suffering from economic deprivation and where the built environment is generally poor. It should improve the quality and quantity of retail/ leisure offer, which in turn is likely to make improvements to the townscape; particularly where vacant/ under-occupied units are redeveloped.	
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓	✓	✓	Possible	Countywide	Indirect Permanent	In accordance with the positive effects identified for townscape, this policy is likely to deliver town centre improvements across the County which could indirectly improve the setting and enhance the significance of designated and non-designated historic environment assets. It will improve the quality and quantity of retail/ leisure offer which in turn is likely to make improvements to the townscape; particularly where vacant/ under-occupied units are redeveloped. As such it could have a positive impact on the setting/ maintenance of the historic environment. Any potential adverse impacts on specific assets will be addressed by the Historic Environment policy.	-
<b>13. To protect and improve air, water and soil resources</b>	?	?	?	Uncertain	Countywide	Permanent	<p><u>Air</u>: There is the potential for this policy to reduce the need to travel (by car), reduce the length of journeys, restrict 'out of centre' retail development and encourage sustainable modes of transport. All of which will reduce transport emissions and hence help to protect air quality. However, by encouraging new retail/ leisure development along with other 'town centre uses' in Durham City there is potential to exacerbate the air quality issues in the city centre (e.g. Milburngate Bridge) which is designated as an Air Quality Management Area.</p> <p><u>Water</u>: There is unlikely to be any significant impacts on water quality given that new development will be directed to existing commercial centres. Other Local Plan policies will also ensure that water quality is not adversely affected as a result of retail development.</p> <p><u>Soil</u>: The policy seeks to restrict 'out of centre' development and direct new retail and 'town centre uses' to appropriate locations (i.e. brownfield sites). As such, there is unlikely to be any adverse impact on soil resources or loss of greenfield land. Depending on the location of specific sites, there may be the potential to remediate</p>	-

							contaminated land.  Effects on air, water and soil resources are overall uncertain.	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	?	?	?	Uncertain	Countywide	Permanent	There is potential for development associated with this policy to produce significant levels of waste and therefore increase the County's overall waste arisings. However, there is insufficient detail to determine how such waste will be managed and whether this will be in accordance with the waste hierarchy. As such, impacts are predicted as uncertain.	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	0	0	0	-	-	-	No clear link identified between this policy and this objective to improve the sustainability of minerals extraction.	-

### Policy 10: Development in the Countryside

Table 11 Policy 10: Development in the Countryside								
SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	0	0	0	Minor negative possible	Countywide, outside of existing built up areas	Direct and Permanent	Unless new housing is necessary to support the provision of new or enhancement of existing community facilities, essential infrastructure or bring back into use a heritage asset or disused building, this policy will restrict the development of new housing in the countryside, including affordable housing. However, only minor negative effects are predicted as other policies in the Plan make exceptions for affordable housing, and market housing where it is essential to support viable delivery and permanent rural workers dwellings.	-
<b>2. To promote strong secure</b>	✓	✓	✓	Possible	Countywide,	Direct and	Criteria within the policy relating to essential development for agricultural, other land based businesses and expansion of existing non-land based	-

<b>communities</b>					outside of existing built up areas	Permanent	enterprise may help to retain younger people within rural communities, contributing towards the sustainability of rural settlements. Criteria f which allows development which provides new or enhances existing community facilities could also contribute towards social cohesion and the longer term sustainability of rural settlements.	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Possible	Countywide, outside of existing built up areas	Both direct and indirect effects which have the potential to be permanent	Criteria within the policy relating to development necessary to support agriculture, other land based businesses and the expansion of existing non-land based enterprise, may help to safeguard and create training opportunities. In addition criteria relating to the provision of new or enhancement of community facilities and services may increase the quantity or quality of education facilities and/or improve access to them.	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Probable	Countywide, outside of existing built up areas	Direct and Permanent	Exceptions within the policy related to development which enhances the enjoyment of the countryside may increase healthy leisure opportunities and physical activity levels. In addition criteria relating to the provision of new or enhancement of community facilities and services may increase the quantity or quality of healthcare facilities, older persons/specialist care services and/or improve access to them.	-
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Probable	Countywide, outside of existing built up areas	Direct and Permanent effects.	As this policy aims to restrict isolated development in the countryside new development will be directed to locations within existing built up areas which are more likely to have better access to services and facilities and contribute toward reducing the need to travel and use of sustainable modes. The criteria related to the provision or enhancement of community facilities or essential infrastructure (e.g. broadband) may also contribute to reducing existing levels of travel to facilities, employment (where broadband facilitates home working) and dependency on car use. The policy also supports development required for rural based business which may safeguard employment for a proportion of the rurally based population of working age, helping to reduce travelling distances to alternative urban based employment. In addition, the general design principles for all development in the countryside encourages new development to secure any opportunities to make a location more sustainable including via sustainable modes of travel.	-

<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Possible	Countywide outside of existing built up areas	Direct and Permanent effects.	Exceptions relating to development necessary for countryside business may help to improve physical access to jobs. Further potential for positive effects depending upon the nature of the development and where it is located in County Durham. For example, development may contribute to enhancement of community buildings providing youth clubs / support in deprived areas or for deprived groups	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Possible	Countywide outside of existing built up areas	Direct and Permanent effects	<p>Positive effects are predicted as the policy makes exceptions for existing and new agricultural and land based businesses, in addition to supporting the expansion of existing non-land based business. Whilst the policy will restrict other types of economic development, the Plan identifies a portfolio of available sites across County Durham in order to meet existing and future demand for employment land. The Plan also makes exceptions for rural employment sites to account for the unique circumstances of rural areas.</p> <p>Development necessary to support essential infrastructure may also include broadband infrastructure, enabling more home working and business start-ups.</p>	-
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Probable	Countywide and beyond	Direct and Permanent effects.	<p>Linked to SA objective 5, as the policy aims to restrict widespread development in the countryside it will focus development towards more accessible locations reducing the need to travel and associated greenhouse gas emissions. In addition, criteria relating to essential infrastructure and community facilities may minimise existing traveling distances and emissions. This aspect of the policy could also provide a hook for the expansion of the gas network to off-gas areas helping to reduce emissions associated with the heating of homes and other buildings.</p> <p>However, in order to improve the clarity and application of this policy, the policies in the Plan relating to low carbon and renewable energy should be included in the footnote in relation to development which often requires a countryside location.</p>	<b>ENV1: Improve clarity with respect to the policy's application or not to low carbon and renewable energy development.</b>
<b>9. To respond and enable adaptation to the inevitable impacts of climate</b>	✓	✓	✓	Possible	Countywide	Direct and permanent effects	As the policy aims to restrict widespread development in the countryside it contributes towards directing development to brownfield land, protecting the absorptive capacity of greenfield sites in countryside locations which currently contribute towards minimising flood risk. The policy also	-

change							encourages the use of brownfield land in the countryside for new development and makes exceptions for essential infrastructure which could reasonably include flood defence schemes. Furthermore, the policy requires all new development in the countryside to minimise their vulnerability to impacts arising from climate change, including but not limited to flooding.	
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓	✓	✓	Possible	Countywide outside of existing built up areas	Direct and permanent effects	<p>There are a number of factors which contribute positively to this SA objective including:</p> <ul style="list-style-type: none"> <li>) Recognising that improving access to the countryside can adversely impact upon biodiversity. The policy restricts such proposals to those that will not give rise to adverse environmental impacts; and</li> <li>) Ensuring that all development in the countryside must not give rise to unacceptable harm to biodiversity and geodiversity; and</li> <li>) Encouraging the use of brownfield land but only where it is not of high environmental value.</li> </ul> <p>However the clarity of the policy could be improved as the general principles for all development in the countryside relate purely to matters of design (e.g. siting, scale and design) whereas the type and operation of development could give rise to unacceptable harm to biodiversity e.g. noisy developments. Suggest amending the policy to broaden its scope.</p>	<p><b>ENV2:</b> <b>Suggest amending the policy as follows:</b></p> <p><b>Either:</b></p> <p><b>New development in the countryside must accord with all other relevant development plan policies and by virtue of siting, scale, design and operation must not..</b></p> <p><b>Or:</b></p> <p><b>New development in the countryside must accord with all other relevant</b></p>

								<b>development plan policies and by virtue of siting, scale and design must not</b>
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Probable	Countywide outside of existing built up areas	Direct and permanent effects	<p>There are a number of factors which contribute positively to this SA objective including:</p> <ul style="list-style-type: none"> <li>) Restricting the widespread development of the countryside which contributes towards protecting the undeveloped character of the countryside and directing development away from designated areas of high landscape value within County Durham such as the North Pennines AONB</li> <li>) Ensuring that non-commercial activity is of a scale commensurate to the incidental enjoyment of existing dwellings</li> <li>) Ensuring that new economic development is well related to associated farmsteads or business premises. This will prevent isolated development in the countryside.</li> <li>) Allowing change of use of existing buildings which make a positive contribution to the character of the area, without unsympathetic alterations etc., thereby sustaining the buildings contribution to landscape character and distinctiveness</li> <li>) Ensuring replacement dwellings are of a comparable footprint and mass; and</li> <li>) The general design principles that are outlined for all types of new development in the countryside including ensuring that new development does not contribute towards ribbon development or coalescence.</li> </ul> <p>However, in order to further protect against the loss of existing dwellings which make a positive contribution to landscape character, the replacement of an existing dwelling, should only be deemed acceptable where a need for this can be demonstrated e.g. stability issues etc. In addition, the scope of the general design principles should be broadened out to include the operation of new development as for example noisy types of development can impact upon tranquillity.</p>	<p><b>ENV2: Amend wording as suggested against ENV1. In addition, suggest the following amendment to criteria j:</b></p> <p><b>Replacement of an existing dwelling where a need for this can be demonstrated in the same location with one of a comparable footprint and mass.</b></p>



12. To protect and enhance cultural heritage & the historic environment	✓	✓	✓	Probable	Countywide outside of existing built up areas	Direct and permanent effects	<p>There are a number of factors which contribute positively to this SA objective including:</p> <ul style="list-style-type: none"> <li>) Restricting the widespread development of the countryside which contributes towards protecting the historic environment.</li> <li>) Ensuring economic development is well related to associated farmsteads may help to preserve rural historic context</li> <li>) Encouraging appropriate access to the countryside which may help to increase access to and understanding of rural heritage and culture.</li> <li>) Requiring conversion of heritage assets to represent the optimal viable use of that asset; and</li> <li>) By applying general design principles to all new development in the countryside which will prevent against unacceptable harm to heritage and encourage sensitive design of new development</li> </ul> <p>However, in order to protect against the loss of existing dwellings which may be a non-designated heritage assets, the replacement of an existing dwelling, should only be deemed acceptable where a need for this can be demonstrated e.g. stability issues etc.</p>	ENV3: As for ENV2
13. To protect and improve air, water and soil resources	✓	✓	✓	Possible	Countywide outside of existing built up areas	Direct and indirect  Potential for permanent effects.	<p><b>Air:</b> as the policy aims to restrict widespread development in the countryside it will focus development towards more accessible locations reducing the need to travel and associated greenhouse gas emissions and other emissions to air. In addition, the general design principles for all development in the countryside encourages new development to secure any opportunities to make a location more sustainable including via sustainable modes of travel. Whilst the intensification of agricultural practices which may be supported by the policy could increase emissions to air the policy requires development to adhere to other relevant policies in the Plan and criteria r protects against adverse impacts on amenity.</p> <p><b>Water:</b> as the policy aims to restrict widespread development in the countryside it will focus development towards locations which can be connected to the sewerage network as opposed to the use of individual septic tanks etc which can cause pollution to water sources. Whilst the intensification of agricultural practices which may be supported by the policy could increase risk to water sources e.g. Through spreading of slurry etc, the policy requires development to adhere to other relevant</p>	<p>ENV4: <b>Suggest amendment to criteria a as follows:</b></p> <p><b>Development necessary to support</b></p> <p><b>An existing agricultural or other existing rural land based enterprise or associated farm</b></p>

							<p>policies in the Plan such as Amenity and pollution</p> <p><b>Soil:</b> Restricting development in the countryside is more likely to protect the best and most versatile agricultural land and steer development towards brownfield sites. However, the policy also recognises that there may be opportunities to development brownfield land within countryside locations and that these should be maximised where they are not of high environmental value. However, the policy could further protect the best and most versatile agricultural land by only allowing farm diversification schemes where they do not prejudice future agricultural use.</p>	<b>diversification scheme which does not prejudice future agricultural use, including the provision of new....</b>
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No clear link. The policy does not apply to waste development	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No clear link. The policy does not apply to minerals development	-

### Policy 11: Rural Housing and Employment Exception Sites

Table 12 Policy 11: Rural Housing and Employment Exception Sites								
SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					

<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	✓✓	✓✓	✓✓	Certain	Rural parts of the County as defined by Defra's Rural Urban Classification map	Direct and Permanent	Compatible with SA objective in terms of enabling delivery of affordable housing in areas where there is an identified need. Enabling the inclusion of some market housing within exception sites according to criteria will also contribute to ensuring the delivery of affordable housing. Long term effects are considered to be positive as the need for the housing to remain affordable in perpetuity will be identified by the local needs study.	-
<b>2. To promote strong secure communities</b>	✓	✓	✓	Certain	Rural parts of the County as defined by Defra's Rural Urban Classification map	Direct and Permanent	Compatible with SA objective in terms of contributing to mixed communities. The policy is likely to increase opportunities for young people and families to remain within rural communities as the occupancy of the housing will be prioritised toward those with a local connection. The requirement for development to be located immediately adjacent to an existing settlement will contribute to the safeguarding of existing community services and facilities and will provide opportunity for social interaction and engagement. Ensuring that employment related development is of a scale and type that is appropriate to its location will also contribute towards protecting community amenity.	-
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Possible	Rural parts of the County as defined by Defra's Rural Urban Classification map	Direct and Permanent	Requirement that development is immediately adjacent to an existing settlement will ensure good access to local school facilities where these exist within the adjacent settlement and contribute to safeguarding the future of rural schools.	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓✓	✓✓	✓✓	Possible	Rural parts of the County as defined by Defra's Rural Urban Classification map	Direct and Permanent	Requirement that development is immediately adjacent to an existing settlement will ensure good access to local healthcare facilities, leisure and green infrastructure where these exist within the adjacent settlement and contribute to safeguarding the future of such services. In addition, further positive effects may be derived in terms of mental wellbeing as a result of providing opportunities for social interaction in the adjacent settlement, thereby minimising instances of rural isolation. In addition, making exceptions for employment development may	-

							<p>contribute to reducing levels of rural unemployment and associated health effects. A review of more than 400 scientific studies on the relationship between work and health concluded that being out of work was generally bad for your health and wellbeing, resulting in<sup>6</sup>:</p> <ul style="list-style-type: none"> <li>) More consultations, higher use of medication and higher hospital admission rates than for the average population</li> <li>) A 2-3 times increased risk of poor general health</li> <li>) A 2-3 times increased risk of mental health problems</li> <li>) A 20% higher death rate</li> </ul> <p>The provision of rurally based employment may also serve to retain people within rural communities and contribute to supporting the viability of existing local healthcare services such as local GP surgeries.</p>	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Possible	Rural parts of the County as defined by Defra's Rural Urban Classification map	Indirect and Permanent	<p>Prioritising the residency of exceptions housing to those with a local connection may contribute towards minimising distances that would otherwise need to be travelled to visit friends / family or to get to work if people have to move away from the area due to a lack of affordable housing. Enabling employment related development in certain circumstances may also help to minimise distances travelled to access work. Whilst the policy will enable some housing to be delivered in areas with fewer services and facilities, the policy requirement to ensure that development is located immediately adjacent to an existing settlement helps to mitigate such effects. New housing in such areas will also contribute towards safeguarding existing facilities and services that exist within rural areas and may contribute towards the enhancement of provision. Positive effects are therefore predicted overall.</p>	-
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Certain	Rural parts of the County as defined by Defra's Rural Urban Classification map	Direct and Permanent	<p>The provision of affordable exceptions housing will help those on lower incomes in areas of identified need.</p>	-
<b>7. To develop a sustainable and diverse</b>	✓✓	✓✓	✓✓	Probable	Rural parts of the	Direct and indirect	<p>The provision of affordable exceptions housing may encourage young people and people of working age to stay within rural areas and contribute</p>	-

<sup>6</sup> G. Waddell, A.K.Burton (2006) Is work good for your health and wellbeing on behalf of the Department for Work and Pensions

economy with high levels of employment					County as defined by Defra's Rural Urban Classification map	effects Potential for Permanent effects	towards the rural economy. In addition making exceptions for employment related development provides flexibility by recognising the unique nature of the economy and circumstances within rural areas. Enabling such development may improve the diversity and resilience of the rural economy and create employment.	
8. To reduce the causes of climate change	x	x	x	Possible	Countywide and beyond	Direct and Permanent	<p>Negative effects are predicted as the policy may enable the development of some housing / employment in locations which are off the gas network, increasing carbon emissions associated with energy demand.</p> <p>Effects can be mitigated by ensuring a high quality design with high levels of energy and thermal efficiency. Renewable and low carbon energy sources should also be incorporated where possible.</p>	<b>ENV1: Ensure new development is of a high quality design with high levels of energy and thermal efficiency. Renewable and low carbon energy sources should also be incorporated where possible.</b>
9. To respond and enable adaptation to the inevitable impacts of climate change	0	0	0	-	-	-	No effects. The supporting text explains that exceptions sites will be required to comply with other relevant policies in the Plan. This would include policies regarding for example, flood risk and design / layout of buildings.	-
10. To protect and enhance biodiversity and geodiversity	0	0	0	-	-	-	No effects. The supporting text explains that exceptions sites will be required to comply with other policies in the Plan. This would include policies regarding for example, biodiversity protection and enhancement and meeting the provisions of the Habitats Regulations.	-

<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Probable	Rural parts of the County as defined by Defra's Rural Urban Classification map	Direct  Potential for permanent effects.	The requirement to ensure that exceptions proposals demonstrate that they cannot be alternatively located within an existing settlement or industrial estate will contribute in the first instance to protecting the landscape character of the open countryside. Where this can be demonstrated, the reference to ensuring that development is in scale and keeping with the form and character of any nearby settlements and the local landscape should also contribute towards protecting landscape quality and character. The supporting text also explains that exceptions sites will be required to comply with other policies in the Plan. This would include policies regarding for example, landscape protection / enhancement, design of development etc.	-
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	✓	✓	✓	Probable	Rural parts of the County as defined by Defra's Rural Urban Classification map	Indirect  Potential for permanent effects.	The reference within the policy to ensuring that development is in scale and keeping with the form and character of any nearby settlement and the local landscape will also contribute towards protecting cultural heritage and the historic environment.  The supporting text also explains that exceptions sites will be required to comply with other policies in the Plan. This would include policies regarding for example heritage protection / enhancement, design of development etc.	-
<b>13. To protect and improve air, water and soil resources</b>	0	0	0	-	-	-	No effects. The supporting text explains that exceptions sites will be required to comply with other relevant policies in the plan. This would include policies regarding air, water and soil resources.	-
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	0	0	0	-	-	-	No effects. The supporting text explains that exceptions sites will be required to comply with other relevant policies in the Plan. This would include policies regarding the sustainable and efficient use of materials.	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	0	0	0	-	-	-	No clear link between policy and SA objective	-

## Policy 12: Permanent Rural Workers Dwelling

SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	✓	✓	✓	Certain	County-wide	Direct Permanent	The policy would have a positive impact on housing provision. The NPPF is clear that new houses in the countryside require special justification and this policy sets out how that justification will be assessed and the policy recognises that in some circumstances permanent dwellings should be permitted outside the built up area if it meets certain conditions relating to need, landscape impact etc. It is acknowledged that the impact on total housing delivery is likely to be small but it would still help meet the needs of rural workers (i.e. for the enterprise to function effectively and/or the person with majority control of the business).	-
2. To promote strong, secure communities	✓	✓	✓	Probable	County-wide	Indirect Permanent	Allowing for the provision of a rural workers dwelling is likely to assist in enhancing a sense of community and security in some rural areas. An additional person working on a farm or in a rural area may assist in deterring rural crime which could include livestock theft by being on-site to check fields where animals are grazing and preventing the spread of arson attacks by early fire identification. This would not only help to prevent crime but also make existing residents feel secure.	-
3. To improve education, training and life-long learning, and maintain a healthy labour	0	0	0	-	-	-	Minor effect/ no clear link.	-

market								
4. To reduce health inequalities and promote healthy lifestyles	0	0	0	-	-	-	Minor effect/ no clear link.	-
5. To reduce the need to travel and promote use of sustainable transport options	✓	✓	✓	Certain	County-wide	Direct Permanent	The policy would be positive as it would be supplying accommodation near to or on the site of their place of work. This means that the employee working on the site wouldn't have to travel long distances into work which would likely be using the car as a mode of transport given many rural locations are difficult to access using public transport.	-
6. To alleviate deprivation and poverty	✓	✓	✓	Probable	County-wide	Indirect Permanent	The policy is likely to be positive as it makes allowances for rural dwellings which can help improve physical access to jobs and help reduce unemployment. By making exceptions for rural workers in need of on-site accommodation it could help to maintain employment and keep a rural business viable which may not be the case if a worker was unable to attend at all times. Allowing provision for rural workers is also likely to have an indirect positive impact on other businesses in rural communities as they will benefit from the extra custom from a person living in the area.	-
7. To develop a sustainable and diverse economy with high levels of employment	✓	✓	✓	Certain	Countywide	Direct Permanent	The policy is positive towards maintaining or increasing rural employment by making exceptions for the provision of permanent dwellings outside the built-up area. Whilst the policy ensures that proposals for new permanent dwellings must meet a number of conditions it recognises that in some instances there is a need that rural enterprise is able to function effectively. The policy ensures that where there is a functional requirement i.e. a full time worker is needed at all times on the site or the dwelling is needed to	-



							accommodate a person with majority control of the business, the planning system will allow for the provision of a permanent dwelling. This ensures that local, rural economies are able to remain productive to serve the needs of communities as well as ensuring employment is safeguarded for the rural worker who is need of a permanent dwelling. Forestry and agriculture remain a key economic sector for County Durham and are important for creating jobs and supporting strong and sustainable economic growth in rural areas.	
<b>8. To reduce the causes of climate change</b>	0	0	0	-	-	-	Minor effect/ no clear link. The policy is likely to have a small positive impact in reducing carbon dioxide emissions due to employees not having to travel to work but would not be significant.	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	0	0	0	-	-	-	Minor effect/ no clear link.	-
<b>10. To protect and enhance biodiversity and geodiversity</b>	x	x	x	Probable	Countywide	Direct Indirect Permanent	<p>At present, the policy is likely to have a negative effect on protecting and enhancing biodiversity and geodiversity. Many of County Durham's SSSIs, SACs and SPAs, which are often rich with biodiversity, are situated in rural areas and any additional development is likely to have an adverse impact causing harm to areas/sites of biodiversity and natural habitats. Development in the countryside can lead to habitat fragmentation which reduces available habitats making it difficult for species to move through intervening land-uses.</p> <p>The policy goes some way in mitigating the impact of development by ensuring that development is only permitted when needed, and by ensuring that the scale is commensurate with the established functional requirement of the enterprise, thus policy will help to protect the rural environment from unnecessary isolated development. However, the policy has no requirement for demonstrating that the proposed development is not harmful to</p>	<b>ENV1: Amend Criterion C. '...The proposed dwelling is not harmful to the rural landscape, <u>biodiversity and geodiversity</u> and character of the area...'</b>

							biodiversity or the natural environment. It is thought that there could be negative impacts across the short, medium and long term. Therefore by implementing ENV1, will ensure the protection of both the rural landscape and biodiversity, in conjunction with other policies within the plan. This is an important aspect for reference, especially in rural areas where existing development is limited and therefore the impacts have the potential to be severe.	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Certain	Countywide	Direct Indirect Permanent	<p><b>Landscape:</b> The purpose of this policy means that it will have a positive impact in protecting the quality and character of the landscape. The policy seeks to protect the character of open countryside by limiting isolated development outside of 'built up areas'. Limiting the development of new permanent dwellings in isolated areas will help protect designated landscapes such as the North Pennines AONB and the Durham Heritage Coast.</p> <p>Specifically, one of the conditions of the policy states that development will only be permitted if the proposed new dwelling is not harmful to the rural landscape and character of the area and it is physically well related to the activities required.</p> <p>The policy also prohibits the expansion of dwellings by removing permitted development rights to ensure that new dwellings are not extended to a size which exceeds their functional requirement and exacerbate the landscape impact of a new dwelling. Restricting a new dwelling's size in line with its functional purpose will help to address unnecessary expansion which may cause a harmful landscape impact. Condition 'd' of the policy ensures that the scale of the dwelling is commensurate with the established functional requirement of the enterprise for permanent new dwellings and temporary dwellings.</p> <p><b>Townscape:</b> Minor effect/ no clear link.</p>	
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓	✓	✓	Probable	Countywide	Permanent Indirect	<p>Maintaining the landscape and character of an area is essential to preserving the curtilage of designated and non-designated heritage assets such as listed buildings, conservation areas and locally listed assets. By ensuring development in the countryside is not harmful to the landscape, the policy will help maintain the appearance of the setting where heritage assets are located.</p> <p>The policy includes the requirement to explore other possible</p>	-

							<p>buildings which could be used as worker accommodation which could include locally or regionally important designated and non-designated heritage assets. As such, it means that it limits the opportunity for protecting or enhancing heritage assets and using buildings which could be considered before a new dwelling is determined as necessary. Therefore, this is likely to explore existing accommodation in the area which could potentially converted to dwellings this would have a positive impact in protecting and enhancing heritage assets.</p> <p>The functional need cannot be fulfilled by another existing dwelling on the unit, or any other existing accommodation in the area which is suitable and available for occupation by the workers concerned.</p>	
<b>13. To protect and improve air, water and soil resources</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	Minor effect/ no clear link. This policy is likely to support the protection and improvement of soil resources by ensuring development in isolated areas is restricted but the effect would only be minor.	-
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	Minor effect/ no clear link.	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	Minor effect/ no clear link.	-

## Policy 13: Equestrian Development

SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	0	0	0	-	-	-	The requirements within the policy for stable blocks to be of an appropriate scale and design for their intended use and for equestrian development to be located sufficiently close to existing residential accommodation both act to deter new housing in countryside locations either through the latter conversion of stable blocks or through requests for rural worker dwellings. Both requirements are not considered to prevent Countywide or local housing need from being met as other policies in the Plan deal with affordable housing as an exception to the presumption against development in the countryside and the accommodation needs of rural workers.	-
2. To promote strong secure communities	✓	✓	✓	Probable	Countywide	Indirect Permanent	Ensuring that equestrian development proposals are only permitted where they do not adversely impact on the amenity of communities contributes indirectly to the sustainability objective through the promotion of safe, comfortable and pleasant environments for people to live in. Ensuring that safe and suitable access can be achieved will also contribute to the safety and security of highways users. Ensuring that commercial establishments are located close to existing bridleways or other routes suitable for hacking out will contribute to minimising the need for road work, thereby contributing to the safety of horse riders. The requirement for proposals to provide appropriate measures for screening and for development to be close to existing residential accommodation may also enhance security and deter crime as it will be less visible and will be located to allow for appropriate levels of supervision. Given that the policy will only permit proposals where they do not adversely impact upon amenity it is assumed that commercial establishments will only be permitted where the proximity to residential areas can be achieved without causing nuisance / amenity issues to neighbouring properties.	

<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Possible	Countywide	Indirect Permanent	The supportive approach of the policy to equestrian development where criteria are met may contribute to safeguarding and creating training and lifelong learning opportunities along with the attainment of qualifications in the equine sector.	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Probable	Countywide	Direct Permanent	Research into the health benefits of horse riding in the UK show that horse riding and activities associated with horse riding such as mucking out, expend sufficient energy to be classed as moderate intensity exercise. In addition, positive mental wellbeing benefits are derived from social interaction within the horse riding / owning community, interaction with horses and being outdoors and in contact with nature. Such health benefits are particularly important for women who have been identified in government studies as a social group with relatively low levels of participation in physical activity and make up the greater proportion of those participating in equestrianism. <sup>7</sup> Therefore, the supportive approach of the policy to equestrian development where criteria are met contributes to supporting participation in activity that benefits both physical and mental health. Ensuring that proposals do not impact on the amenity of communities will also safeguard against any adverse effects to health as a result of for example, noise and light pollution.	-
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Probable	Countywide	Indirect Potential for permanent effects.	The requirements within the policy for stable blocks to be of an appropriate scale and design for their intended use and for equestrian development to be located sufficiently close to existing residential accommodation both act to deter new housing (as a result of conversion of stable blocks and requests for rural worker dwellings) in countryside locations which generally do not have as good access to services and facilities. Requiring development to be located close to residential accommodation is also likely to reduce travelling distances for workers and users of such facilities.	-

<sup>7</sup> University of Brighton and Plumpton College The Health Benefits of Horse Riding in the UK on behalf of the British Horse Society

							The requirement for commercial proposals to be located to existing bridleways or other routes suitable for hacking out will contribute to avoiding conflict of use on other public rights of way which may ensure their continued use.	
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Possible	Countywide	Indirect  Potential for permanent effects.	The supportive approach of the policy to equestrian development where criteria are met may increase job opportunities and reduce levels of unemployment.	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for Permanent effects	<p>The National Equestrian Survey indicates that the equine industry is both vibrant and valuable, contributing £7bn a year to the economy. In relation to consumer spending, the economic value of the equestrian sector stands at £4.3 billion of consumer spending across a wide range of goods and services. This has increased from £3.8 billion in 2011. Britain is also regarded as having one of the highest quality equine industries in the world and provides full time employment for 200,000 people, many in rural areas.<sup>8</sup></p> <p>The supportive approach of the policy to equestrian development where criteria are met will therefore contribute positively to the equine industry, business expansion and rural employment. The policy could support agricultural diversification in particular, as the livery of horses provides an alternative and potentially more profitable use of grazing land. Equestrian facilities also contribute positively to the tourism economy and visitor experience</p> <p>The requirement for commercial proposals to demonstrate that they are located close to existing bridleways or other routes suitable for hacking out where this forms part of the business will also contribute to the economic viability of such proposals.</p>	-
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Possible	Countywide	Indirect  Potential for	Elements within the policy which discourage new residential accommodation in the countryside (linked to the conversion of stables and need for rural worker dwellings) will contribute towards minimising emissions associated with travelling to access	-

<sup>8</sup> Two Circles (2015) National Equestrian Survey British Equestrian Trade Association

						Permanent effects	services and facilities.	
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓	✓	✓	Probable	Countywide	Direct Potential for Permanent effects	Equestrian development is likely to increase levels of hardstanding in the countryside through for example concrete pads for stable blocks, buildings and car parking. However, the requirements within the policy relating to surface water drainage and screening with trees or hedges will contribute towards minimising surface water run-off which can contribute to flooding	-
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓	✓	✓	Probable	Countywide	Direct Potential for permanent effects.	<p>The requirement for proposals to demonstrate that they would not by virtue of their siting, design, scale, materials or layout affect the nature conservation value of the locality and for appropriate measures for screening with trees and hedges to be made contribute towards safeguarding biodiversity. The requirement for proposals to involve the appropriate conversion of existing buildings also provides a hook for the protection of protected species such as bats.</p> <p>In addition, following previous SA recommendations, the policy has also been strengthened against a number of aspects including recognition within policy that:</p> <ul style="list-style-type: none"> <li>) In some locations there may be a conflict with nature conservation interests and recreational disturbance / trampling by horses. Criteria c now ensures against intensified use of bridleways and land where nature conflicts could arise</li> <li>) Lighting schemes (for outdoor arenas, livery yards etc.) are appropriate with specific acknowledgment of their potential impact to bats and other species. Criteria c now includes reference to lighting.</li> <li>) Consideration of cumulative effects and impacts to biodiversity should not be limited to equestrian types of development only but with all types of development. This is also a requirement when considering development that has the potential to affect an internationally designated site. Criteria c now recognises the potential for cumulative effects with other forms of development.</li> <li>) In order to protect habitats (including watercourses) from</li> </ul>	-

							potential nitrification/leaching from muck heaps, criteria e now requires proposals to be supported by details of appropriate waste storage.	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Probable	Countywide	Direct  Potential for permanent effects.	<p>A number of requirements within the policy relating to the scale, design, siting, materials screening of equestrian development and appropriate conversion of existing buildings and relationship to other buildings and greenbelt contribute positively to safeguarding landscape character and protecting the undeveloped nature of the countryside and associated views.</p> <p>In addition, following previous SA recommendations, the policy has also been strengthened against a number of aspects including:</p> <ul style="list-style-type: none"> <li>) Providing further examples as to what constitutes equestrian development beyond stabling, buildings, hard standing and storage areas so that developers are aware the policy is broad in its coverage and remit in respect of landscape protection</li> <li>) New reference to lighting schemes due to the potential effects that the lighting of livery yards, outdoor arenas etc. could have on the countryside and dark skies.</li> <li>) Broader consideration of cumulative effects. Previously these related to cumulative impacts with other (similar) equestrian type development but the potential for adverse cumulative effects to landscape character with any types of development is now taken into account.</li> <li>) Inclusion of arenas in the list of development types that may require screening as this may be required in some instances where arenas are overlooked by a public footpath.</li> <li>) Additional reference to ‘appropriate waste storage’ as where muck heaps are located and their storage has the potential to adversely affect landscape character</li> </ul>	-
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	✓	✓	✓	Possible	Countywide	Direct and Indirect effects  Potential for	Encouraging the appropriate conversion of existing buildings for equestrian development will ensure that proposals have due regard to the significance of designated and undesignated assets and will contribute positively to the continued use, maintenance and upkeep of such assets. Indirectly, measures within the policy which aim to protect landscape character will also contribute to	-



						permanent effects.	protecting heritage and its setting within the countryside. As per previous SA recommendations, 'heritage' is specifically referred to in criteria c which also aids its protection.	
<b>13. To protect and improve air, water and soil resources</b>	✓	✓	✓	Probable	Countywide	Direct  Potential for permanent effects.	<p><b>Air</b> – Equestrian development may create dust emissions through for example the movement of hay and bedding. However, such emissions are unlikely to breach national air quality limits in respect of particulate matter and the policy requires the general amenity of communities to be protected so such issues are likely to be taken into account.</p> <p><b>Water</b> – Requiring proposals to be supported by details of adequate surface and ground water drainage will contribute to protecting water courses from run off from hardstanding (e.g. swilling of yards and stables) and the supporting text indicates the need to prevent nitrogen rich run off from manure. The storage and siting of manure heaps will be key to this and as recommended by the SA previously is more specifically referred to within the policy. In respect of water use, equestrian development and commercial establishments in particular may increase water usage over and above previous uses of land. This is however a residual effect.</p> <p><b>Soil</b> – The requirement within the policy for proposals to involve the conversion of existing buildings will minimise land lost to development. In addition, the requirement for any new permanent buildings to be located close to an existing farmstead or group of buildings will minimise the loss of agricultural land to development.</p>	-
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects.	Equestrian development will create waste in the form of manure, old bedding, feed sacks, equine products etc. Whilst manure and bedding is often managed through composting and land spreading the policy refers only to disposal of waste where opportunities for reuse, recycling and composting exist. As previously recommended by the SA, waste management and the proper storage of manure is now referred to in policy in recognition of existing good practice and that it is a key issue for environmental protection. Positive effects will also be derived through the recognition within the policy that buildings can be re-used / converted for equestrian use which minimises the use of	-

							materials and waste.	
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No clear link	-

**Policy 14: Best and Most Versatile Agricultural Land and Soil Resources**

<b>Table 15 Policy 14: Best and Most Versatile Agricultural Land and Soil Resources</b>								
<b>SA/SEA Objective Number</b>	<b>Impact &amp; Timescale of Effects</b>			<b>Likelihood of Effect</b>	<b>Spatial Scale</b>	<b>Type of Effect</b>	<b>Commentary/ Explanation</b>	<b>Mitigation</b>
	<b>S</b>	<b>M</b>	<b>L</b>					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	This policy is unlikely to overly restrict the provision of housing as housing development on best and most versatile agricultural land will still be permitted where there is an identified need for housing and other sustainability considerations outweigh the need to protect the agricultural land.	-
<b>2. To promote strong secure communities</b>	✓	✓	✓	Possible	Countywide	Indirect Permanent	Ensuing new development contributes to the proper management of soil resources may indirectly protect the future social and community benefits provided by soil. For example, soil provides the basis for greenspace such as playing fields and public open space.	-
<b>3. To improve education, training and life-long learning, and maintain a</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	Minor indirect positive effect linked to the protection of soil and best and most versatile agricultural land and its use as an educational tool in relation to earth sciences, crop production and agricultural management.	-

healthy labour market								
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	The protection of best and most versatile agricultural land and soil resources will contribute towards a healthy food supply and healthy environment which are an essential building block to support overall human health. For example, ensuring that development contributes to the protection and maintenance of soil will minimise its erosion and associated dust emissions which can be suspended in air as particulate matter. These are easily inhaled and can accumulate in lung tissues causing respiratory problems. Soil also has a large social function, through providing the basis for greenspace, including gardens, playing fields and public open space. The latter provides cultural and social benefits that include increased well-being, physical and psychological health, and connection with nature.	-
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Possible	Countywide	Indirect  Potential for permanent effects.	The protection of the best and most versatile agricultural land is likely to contribute to future food security and may contribute towards minimising future food miles.	
<b>6. To alleviate deprivation and poverty</b>	0	0	0	-	-	-	No clear link	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for Permanent effects	The protection of the best and most versatile agricultural land will contribute towards maintaining the agricultural sector in County Durham. The protection of soils more generally will support the economic potential of soil resources for other products and rural land based business such as timber/forestry and the ecosystem services that soil provides. For example, healthy soil provides a filter to contaminants, facilitating clean drinking water which would otherwise increase costs of treatment to water companies, businesses and the wider society.  However, it is considered that positive effects and the likelihood of positive effects occurring could be enhanced further by ensuring that the policy also applies to temporary and non-built forms of development, which would result in a significant loss of best and most versatile agricultural land. The NPPF makes no such	<b>ECON1: Amend policy to:</b>  <b>Proposals for permanent built development on unallocated sites which would individually or cumulatively result in a significant loss of best and most versatile agricultural land</b>

						<p>distinction between temporary or permanent types of development or built or non-built forms (e.g. minerals working) in the footnote to Paragraph 170 b which requires that where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality.</p> <p>This sequential approach to the use of land should be more broadly applied by the policy to more robustly protect better quality agricultural land, thereby safeguarding its continued future contribution to the rural economy.</p>	<p><b>will also need to demonstrate that there are no other suitable alternative sites which could accommodate either all or part of the development on either previously developed land, or land within the built up area of existing adjacent or nearby settlements, or on poorer quality agricultural land.</b></p>	
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Certain	Countywide	<p>Direct</p> <p>Potential for Permanent effects</p>	<p>As soil resources contribute to the absorption of carbon, their protection will contribute positively towards reducing the causes of climate change.</p>	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓	✓	✓	Certain	Countywide	<p>Direct</p> <p>Potential for Permanent effects</p>	<p>In the face of changing climatic conditions, the protection of the best and most versatile agricultural land will contribute towards future food security. In addition, the proper management and conservation of soil resources will contribute towards minimising their loss and scale of degradation as a result of increased extreme weather events. Healthy soils also have the potential to support wider adaptation to climate change. For example, well managed soils can cope better with drought and regulate drainage of heavy rainfall, helping to prevent flooding. Poorly managed and compacted soil reduces water infiltration and increases flood risk through higher levels of run off.</p> <p>However, as stated against the economic objective, positive effects could be enhanced further by ensuring that the sequential</p>	<p><b>ENV1: Amend policy to:</b></p> <p><b>Proposals for permanent built development on unallocated sites which would individually or cumulatively result in a significant loss of best and most versatile</b></p>

						<p>approach to demonstrating that development could not be located on other forms of land including poorer agricultural land first, applies to all types of development.</p>	<p><b>agricultural land will also need to demonstrate that there are no other suitable alternative sites which could accommodate either all or part of the development on either previously developed land, or land within the built up area of existing adjacent or nearby settlements, or on poorer quality agricultural land.</b></p>	
<p><b>10. To protect and enhance biodiversity and geodiversity</b></p>	✓	✓	✓	Certain	<p>Countywide and East Durham in respect of Magnesian Limestone grassland restoration.</p>	<p>Direct and indirect effects</p> <p>Potential for permanent effects.</p>	<p>The proper management and conservation of soil resources in line with best practice will contribute towards supporting the healthy growth of soil micro-organisms, plants and in turn mammals. The protection of better quality agricultural land will also indirectly protect any associated biodiversity. Recognition, given within the policy that, in the case of minerals development, the benefits of alternative restoration strategies could outweigh the loss of the best and most versatile agricultural land may support for example, the re-establishment of magnesium limestone grassland in the east of the County. Such habitat has been lost over the years due to the artificial enrichment of soils of poorer quality agricultural land to best and most versatile agricultural land. However, in order to improve the clarity of the policy in this regard, the policy should stipulate that only the benefits of alternative restoration strategies to natural capital will be considered.</p>	<p><b>ENV2: Amend policy text as follows:</b></p> <p><b><u>'...unless the benefits to natural capital of alternative restoration strategies outweigh its loss.'</u></b></p> <p><b>Further clarity should also be added to the supporting text to highlight the issue</b></p>

									of soil enrichment and that in some circumstances it may be more beneficial to re-establish habitats and landscapes that have been lost as a result.
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Probable	Countywide	Direct  Potential for permanent effects.	Soil formation is an extremely slow process which has contributed to the landscape character of County Durham. Therefore, ensuring development contributes to its proper management and conservation contributes positively to maintaining landscape character. Additionally, the safeguarding of soils on site will enable their use towards the landscaping of new development and the restoration of mineral sites.	-	
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	✓	✓	✓	Possible	Countywide	Indirect  Potential for permanent effects.	The protection of the best and most versatile agricultural land may indirectly contribute to protecting archaeological features that are best preserved in situ and the fabric and setting of associated heritage assets.	-	
<b>13. To protect and improve air, water and soil resources</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects.	<p><b>Air</b> – Ensuring that development contributes to the proper management and conservation of soil will minimise its erosion and associated dust emissions which can be suspended in air as particulate matter, reducing overall air quality.</p> <p><b>Water</b> – Ensuring that development contributes to the proper management and conservation of soil resources is likely to contribute positively to water resources. For example, the erosion of soil can impact upon water quality and aquatic ecosystems through the silting up of watercourses. Healthy soils also act as a filter, minimising excess nutrients or the toxicity of compounds from entering into groundwater.</p> <p><b>Soil</b> – Positive effects are predicted as this policy aims to protect</p>	<b>ENV3: As for ENV1 and ENV2</b>	

							<p>the most productive soil resources in the County and ensure that development minimises its impact upon soil resources more widely.</p> <p>However, positive effects for soil quality could be enhanced further by ensuring that:</p> <ul style="list-style-type: none"> <li>) the sequential approach to demonstrating that development could not be located on other forms of land including poorer agricultural land first, applies to all types of development; and</li> <li>) Only the benefits of alternative restoration strategies to natural capital will be considered when determining if there are outweighing reasons to allow the loss of the best and most versatile agricultural land.</li> </ul>	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects.	As it can take more than 500 years to form a 2cm thickness of topsoil, soil is in practical terms a non-renewable resource. Ensuring that development contributes to protecting, maintaining and using soil resources sustainably through good soil management will contribute positively to the efficient use of materials.	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	×	×	×	Probable	Countywide	Direct  Potential for Permanent effects	<p>Whilst it is understood that mineral resources can only be worked where they are found there may be circumstances where it would be possible for a minerals operator to extend an existing site or propose a new site which would either utilise poorer quality agricultural land or less good and most versatile agricultural land. As the policy as currently drafted only requires proposals for permanent built development to demonstrate that there are no other suitable alternative sites first, negative effects against this SA objective are predicted, particularly as minerals working has the potential to utilise large areas of best and most versatile agricultural land. Overriding negative effects are predicted despite other more positive aspects of the policy including;</p> <ul style="list-style-type: none"> <li>) Seeking to retain the longer term capability of best and most versatile agricultural land; and</li> </ul>	<b>ENV4: As for ENV1 and ENV2</b>





							<p>households across Opinion Research Services County Durham Strategic Housing Market Assessment – Report of Findings (Draft) Durham County Council (2018) (SHMA) identified that 829 affordable dwellings should be delivered per annum over the Plan period (2016-2035).</p> <p>In order to meet the need of affordable housing, the policy sets the proportion of affordable housing required on development which will be sought across different viability areas which is a positive inclusion, which will be sought on housing developments of 10 or more units. In designated rural areas, schemes of between 6 and 10 units will need to provide a financial contribution towards the delivery of affordable housing. Where viability is stronger there will be a higher amount of provision required which will help to increase the total number of affordable dwellings delivered (25% requirement in the Highest Value Areas – 10% requirement in Low Value Areas). Whilst the policy will increase the overall number of affordable houses, it is unlikely that it will meet the need set out in the SHMA given the contributions set out in table 1 of the policy against the overall need. It is important to mention that the SA recognises that viability of affordable housing delivery must be a key consideration and the policy reflects this when setting the percentage of affordable housing provision across different viability. Indeed, the importance of viability in plan-making is reflected in paragraph 57 of the NPPF. The supporting text of the policy also includes text on affordable housing targets being subject to regular review in recognition of changing circumstances and economic conditions. There are concerns that policy may not meet affordable housing need in the short term but the amount of provision required from developers will be regularly reviewed to reflect changing economic conditions. Based on this, expected contributions could change meaning there could be positive or negative impacts and therefore the impact depends on implementation.</p> <p>It should be noted that whilst affordable housing need is unlikely to be</p>	
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							<p>met through the policy in the short term there are a number of other mechanisms for the delivery of affordable homes including The Homes and Community Agency Providers, Section 106 agreements and direct provision by Registered Providers.</p> <p><b><u>Tenure Mix</u></b></p> <p>The policy is positive with regard to the tenure mix required in new residential developments. The tenure mix of affordable housing provision requires developments to be 70% affordable rented housing to 30% intermediate. This is a positive inclusion as the SHMA housing survey indicates a desired tenure split of 70% affordable rented and 30% intermediate allowing for the appropriate mix.</p> <p>The policy also ensures that where the stated tenure mix is unviable, then proposals for an alternative housing mix will be considered. This inclusion is positive as it still allows for development to come forward in areas where viability is an issue and where the type of tenure mix would not be financially viable.</p> <p><b><u>Off-site Provision of Affordable Housing</u></b></p> <p>The policy sets out a mechanism for off-site contributions where it can be justified by the developer, or it is considered by the council that it is the most appropriate course of action. Whilst it is recognised that in some circumstances this may be necessary, the policy could be strengthened to ensure that contributions are financially corresponding with the value which would have been provided through on-site development and that contributions are specifically used to provide affordable housing.</p> <p>The policy makes reference to the resulting financial contribution contributing to 'specific regeneration activity'. It is important that off-site contributions are specifically used for housing schemes and therefore the policy could be strengthened by providing more clarity</p>	
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							<p>on what 'specific regeneration activity' means to ensure contributions must be spent on housing projects. Therefore, whilst an example is provided in the supporting text, recommendation SOC1 is made to provide clarity on the meaning of 'specific regeneration activity'.</p> <p>The policy also stipulates that financial contributions should be of a 'broadly equivalent value' of developing or buying on the open market. SA consider that financial contributions should be of 'equivalent value' to what would have been provided on site. The word 'broadly' currently leaves the amount of financial contribution a developer needs to pay open to interpretation. Therefore, recommendation SOC2 is made to provide clarity to the required off-site financial contribution a developer would need to pay.</p> <p><b><u>Older Persons</u></b></p> <p>The SHMA process highlights there is a need quantitative need to deliver homes over the Plan period to meet the specific requirements of older people, this is over both owner occupied and rental tenures. The policy requires developers to build a minimum of 10% of private or intermediate housing on sites of 10 or more. Appropriate types of houses include bungalows, level access flats, multi-generational housing as a proportion of all new housing developments). This would ensure that provision of older person's homes and accessible accommodation is distributed around the county and does not rely on market forces for delivery. This will ensure that the wider county has options to different types of older persons housing and is not limited to the areas which have the least amount of risk to developers. Therefore the outcome of this is likely to be positive.</p> <p><b><u>Specialist Housing</u></b></p> <p>The policy also identifies potential opportunities for developers and registered providers to provide specialist housing for older persons, for the disabled and for vulnerable adults on sites which are not being</p>	
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							developed for general housing needs. Specialist housing for older persons are required to meet certain standards. This is a positive inclusion in the policy reflecting the need for a wide range of housing. Where evidence can be provided that applying these standards would make the proposal unviable then alternative proportions of the dwellings which are proposed by the applicant would be considered. Nevertheless, this would include an overage payment (Section 106 Agreement) if the provision of affordable housing or older person's housing is below the levels set out.	
<b>2. To promote strong, secure communities</b>	✓	✓	✓	Probable	Countywide	Direct Indirect Permanent	Overall the policy will have a positive impact on promoting strong and secure communities. The requirement for new residential sites to provide a range of older person's accommodation will help deliver a number of different house types including level access flats, level access bungalows, in addition to specialist housing including sheltered housing/ extra care schemes, which will give older persons options to live independently and help support families throughout their lives. Furthermore, positive effects are demonstrated by supporting the provision of housing for vulnerable people through specialist housing provision, including nursing homes and extra care facilities in appropriate locations and where there is an identified need. Indeed, this will also improve the ability of vulnerable people to get the care they need and ease the pressure on families and carers. The policy aims to support the creation of mixed and balanced communities.	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	0	0	0	-	-	-	No clear link between policy and SA objective.	-
<b>4. To reduce health inequalities and</b>	✓	✓	✓	Probable	Countywide	Permanent Direct	The policy is positive in relation to reducing health inequalities and promoting healthy lifestyles. The policy aims to support specialist	

<p><b>promote healthy lifestyles</b></p>						<p>Indirect</p>	<p>housing for older people (to support the ageing population), vulnerable adults and people with disabilities. This includes 100% of the accommodation to be accessibly and adaptable dwelling, and a minimum of 25% being wheelchair user dwellings. The provision of these housing types can help promote healthy lifestyles of older persons and vulnerable people by giving them the freedom to live independently if they choose to with the policy ensuring that all older persons housing is built for Building Regulations Requirement M4 (2) (accessible and adaptable dwellings); provide them with the opportunities to socialise and ensuring greater access to care. The policy also supports the provision of specialist housing which can include nursing homes, residential care and extra care facilities which may include elements of care and support for residents.</p>	
<p><b>5. To reduce the need to travel and promote use of sustainable transport options</b></p>	✓	✓	✓	<p>Probable</p>	<p>Countywide -</p>	<p>Indirect Permanent</p>	<p>This option and the requirement for a proportion of older persons housing on residential sites is likely to reduce the need to travel and have a positive impacts on this objective. This is because through the provision of accessible housing, it would allow for independent living and likely reduce the need for care and support workers to travel. Also, the support of 'multi-generational homes' would allow families to grow old together and provide care on-site therefore reducing the need to travel. Furthermore, the policy would ensure that housing is located in the most appropriate location (this is likely to be in areas nearest to settlements and therefore nearest to services and facilities) allowing for walking and cycling.</p>	-
<p><b>6. To alleviate deprivation and poverty</b></p>	✓	✓/x	✓/x	<p>Probable</p>	<p>Countywide</p>	<p>Indirect</p>	<p>Policy is likely to have a positive impact on alleviating deprivation and poverty in the short term but the medium to long term could have positive or negative impacts and is uncertain. Provision of affordable housing will help those access housing who would not be able to do so on the open market. There will be a need to provide annual affordable housing for 829 households over the plan period (2016-35). Thus, the mid and long term effects of this policy are uncertain as the targets are based on current need and viability. The supporting text of the policy indicate that affordable housing targets will be</p>	

							subject to regular reviews in line with the SHMA which could increase the amount of provision if economic conditions change. However, if economic conditions become poorer then this could have a negative impact on viability and the amount of affordable provision which comes forward. The percentage of affordable housing contribution is also lower in areas of low value which could have a negative impact if need is higher.	
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Probable	Countywide	Direct Indirect	Affordable housing provision can have a positive impact on local economies. If affordable housing was not provided it means that residents could be faced with unsustainable mortgages which can significantly reduce consumption and money which could be put back into the local economy. Furthermore, a combination of high housing costs and high debt levels contribute to a reduction in savings.	-
<b>8. To reduce the causes of climate change</b>	0	0	0	-	-	-	The impact of this policy on this SA objective is likely to be minor.	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	0	0	0	-	-	-	No clear link between policy and SA objective	-
<b>10. To protect and enhance biodiversity and geodiversity</b>	0	0	0	-	-	-	The impact of this policy on this SA objective is likely to be minor.	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	0	0	0	-	-	-	The impact of this policy on this SA objective is likely to be minor.	

<b>12. To protect and enhance cultural heritage and the historic environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	The impact of this policy on this SA objective is likely to be minor.	
<b>13. To protect and improve air, water and soil resources</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	The impact of this policy on this SA objective is likely to be minor.	-
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No clear link between policy and SA objective	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No clear link between policy and SA objective	-

**Policy 16: Durham University Development, Purpose Built Student Accommodation and Houses in Multiple Occupation**

<b>Table 17 Policy 16: Durham University Development, Purpose Built Student Accommodation and Houses in Multiple Occupation</b>								
<b>SA/SEA Objective Number</b>	<b>Impact &amp; Timescale of Effects</b>			<b>Likelihood of Effect</b>	<b>Spatial Scale</b>	<b>Type of Effect</b>	<b>Commentary / Explanation</b>	<b>Mitigation</b>
	<b>S</b>	<b>M</b>	<b>L</b>					
<b>1. To provide</b>	✓	✓	✓	Probable	Durham	Direct	It is recognised that PBSA provides an alternative	<b>SOC1: Amend</b>

<p>everybody with the opportunity to live in a decent and affordable home</p>					<p>City</p>	<p>Permanent</p>	<p>accommodation option to HMOs for a wide variety of groups including students, young professionals, migrants and people on low incomes. Although in Durham City it is anticipated that PBSA will predominately accommodate students, such development will provide housing for this specific type of dwelling. Moreover the policy requires consultation with the relevant education provider pursuant to the identified need (Part 2, criterion b). Having such a dialogue and understanding of need for this specific type of accommodation in the city will help to ensure oversupply issues are managed. Importantly the supporting text clarifies that when determining need unimplemented consents are also taken into account given the potential contribution that schemes with planning consent could have.</p> <p>As noted in the supporting text, it is Durham University's aspiration to house 50-55% of students in college-affiliated accommodation by 2027 and as such there is potential that a majority of students will live in modern purpose built accommodation. Arguably such accommodation may be of a higher standard than some private-rented HMO properties which do not have to adhere to the same standard requirements. To ensure a high quality, well-designed and sustainable space, SOC1 should be implemented. PBSA will also either be managed by educational providers or require a management plan.</p> <p>Additionally six new sites have been brought forward through the 'call for sites'. Whilst some of the sites have been put forward by Durham University in their masterplan other sites were also put forward and an analysis done to pick those sites which met the specific needs of the University. The identification of specific sites, most of which are redevelopments of existing facilities, may help to further assist in ensuring that affordable housing is delivered, as an increase supply of PBSA may drive down prices for such accommodation. The effects of the policy should be monitored and kept under review to ensure that positive effects are maximised over time. The sites identified are all city centre</p>	<p>wording of Part 1, criteria k. <b><u>The proposal is well-designed, will enhance or create well-designed spaces, and exploit sustainable energy opportunities, including the delivery of district heating, are exploited where possible'</u></b></p>
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							locations (or adjacent to) and will help improve energy efficiency standards by renovating existing or building new accommodation to current building standards	
<b>2. To promote strong, secure communities</b>	✓	✓	✓	Probable	Durham City	Direct Permanent	<p>The main policy intent of this option is to create and preserve inclusive, mixed and balanced communities and protect residential amenity within Durham City. The policy approach provides several mechanisms by which it seeks to achieve this goal.</p> <p>The policy highlights that any development to Durham University will have regard to the needs and requirements of the local community. This encourages a mutual understanding between the local residents, the university and students. This is highlighted through criteria g that ensures no unacceptable impact to the amenity of the surrounding residents occur. To mitigate against this SOC2 should be implemented. This will maintain a mixed and balanced community in line with the NPPF (paragraph 62 (b)).</p> <p>Principally it also does so with robust criteria by which to determine HMO proposals in accordance with the designated Article 4 Direction (i.e. Durham City and Framwellgate Moor, Newton Hall, and Pity Me) as well as PBSA. For instance:</p> <ul style="list-style-type: none"> <li>) HMO proposals will only be permitted where “the design of the building or any extensions would be appropriate in terms of the property itself and the character of the area....they provide acceptable arrangements for bin storage and other shared facilities and consider other amenity uses...”</li> <li>) Any new proposal for PBSA will be required to demonstrate “there is a need for additional student accommodation of this type in this location...the design and layout of the student accommodation and siting of individual uses are appropriate to its location and adjacent neighbouring uses....”</li> </ul> <p>Overall therefore, positive effects on neighbourhoods across Durham City are considered likely as policy seeks to ensure</p>	<p><b>SOC2: Amend wording of Part 2, criteria C: ‘...leisure, tourism, housing, communities or the councils...’</b></p> <p><b>SOC3: Amend wording of Part 1, criteria h: ‘...The movement of staff and students around the city have been considered, <u>for all users, and where necessary...</u>’</b></p> <p><b>SOC4: Amend supporting text to address students being a target of crime with a statistic: For example ‘Student and student properties are often target for crime. <u>A study by the Home</u></b></p>

						<p>growth in student numbers is undertaken in a way which helps to minimise impacts upon communities. Importantly the policy provides a specific approach that seeks to address the impacts of HMO proposals and PBSA development on communities across Durham City. This includes the impacts of unimplemented consents as well as new proposals. An understanding of and ability to intervene in terms of adverse cumulative impacts on communities is vital to ensuring that the policy intent is delivered; that is in terms of real and perceived impacts by the non-student resident population. This includes residential amenity impacts (in relation to the properties and trips made between accommodation and campus/ town centre) as well as impact on essential services (e.g. GP surgeries). Both of which are equally as important when considering the impacts of new development on communities and how new/ existing residents will adapt to one another. In addition, the policy aims where necessary to widen pathways, and increase the connection between walking and cycling routes. However movements around the city should be implemented and consider all users, therefore SOC3 should be implemented to ensure access to the university and its facilities are safe and secure. This includes meeting the needs of mobility impaired, visually impaired or those suffering with dementia. This ensures the various needs of people in the community are met and they are catered for. By having a proactive approach to managing and considering the proposed expansion of Durham University and the associated forecasted increase in the city's student population, this option is more likely to help foster cohesive and balanced communities in Durham City.</p> <p>In addition to restricting future HMO applications, it is considered that the provision of further bed spaces in PBSA will assist in enabling students to choose between managed accommodation rather than HMO. It is also noted that Durham University seeks to ensure that the increase in student numbers will be accommodated in PBSA with early delivery of</p>	<p><b><u>Office (2003) found that students living in privately-rented accommodation were over twice as likely to experience a burglary compared with those living in halls of residence; 12% compared with five per cent.</u></b><sup>10</sup></p>
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<sup>10</sup> <http://dera.ioe.ac.uk/8463/1/dpr21.pdf>

							<p>its PBSA to keep ahead of their student growth forecasts to ensure that the conversion of family accommodation into HMOs becomes less attractive to prospective landlords. The key element to the success of PBSA in terms of addressing residential amenity concerns is the requirement for a management plan. Students and student properties are often targeted for crime (SOC4). Typically in a PBSA, security will maintain a sense of safety and security. The university are aiming to have 50-55% of students in college-affiliated accommodation (PBSA) by 2027. By aiming to have at least half of students housed in PBSA, and adopting these mitigation measures can positively contribute to this sustainability objective by reducing the fear of crime. Further, the implementation of SOC1 can also help establish a strong sense of place and safety. The implementation of management plans will be controlled through the use of planning conditions or an appropriate legal agreement.</p>	
<p><b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b></p>	✓	✓✓	✓✓	Certain	Durham City	Direct Permanent	<p>The requirements of this policy are likely to ensure that good and easy access to educational/ research facilities (associated with Durham University) are maintained. Walking and cycling are also specifically encouraged. By supporting the growth aspirations of Durham University and ensuring that student accommodation within the city meets the needs of its student population, this would also arguably indirectly support the improvement of the quality and quantity of teaching facilities.</p> <p>The policy confirms that specific sites will be allocated, meaning that the quality and quantity of accommodation is likely to rise, helping to further attract the best students, with good quality accommodation close to the City centre. To ensure student accommodation is of a high quality SOC1 should be implemented.</p> <p>The policy further aims to protect, enhance and sustain the significance of designated and non-designated heritage assets and the WHS, including any contribution made by their setting. The policy will therefore enhance and promote historic significance which can indirectly provide education and life-long learning which is clearly highlighted in the supporting text.</p>	

							<p>Access around the city and to heritage sites should be available for all users, therefore SOC3 should be implemented.</p> <p>The impact of the policy in terms of restricting HMOs and where new development might be directed to as a result (i.e. pushing HMO development to areas beyond the city centre) could mean that some students need to travel further to access university buildings. Access is still likely to be relatively good considering distances involved and public transport options.</p>	
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓/x	✓/x	x	Possible	Durham City	Permanent Residual	<p>Although this policy approach only looks to manage planning issues associated with student accommodation, it is recognised that the student population is forecast to increase over the plan period. The Durham University Estate Masterplan 2017-2027 estimates that the student population of the city will grow to 21,500 by 2027. It is considered that such an increase in student numbers, needs to be taken into account in terms of impacts on essential facilities such as GPs and Durham University hospital. The policy does recognise the detrimental cumulative impacts of HMOs and PBSA but only in terms of residential amenity. Any impact will be considered as part of a planning application and the developer contributions policy, which provides a means to consider the impacts of new development and appropriate infrastructure. Given the forecast increase in local population and financial constraints on NHS facilities, probable adverse and residual adverse effects have been identified over the long-term, despite being recognised as a planning issue.</p> <p>Impact on essential health care facilities is considered to be the overriding issue in relation to this objective. It is nonetheless recognised that requirements of this policy ensure that new development (e.g. HMO and PBSA) promote walking and cycling opportunities. This is likely to have a positive impact on residents' physical and mental health and support healthier lifestyles. However, considering that walking is already the predominant mode of travel for students, the</p>	<b>SOC5: Partnership between DCC and Durham University, along with potential third party stakeholders, to be utilised to consider and help manage likely impacts on essential healthcare services as a result of increased student population.</b>

							<p>increase in benefits may not be significant over the existing baseline<sup>11</sup>.</p> <p>The policy protects and allows permission for the University to build/refurbish facilities including sport floorspace. This has the potential to promote the use of sport and wellbeing through the student community, through societies, clubs and general fitness use. In order to all users to be able to access these facilities, SOC3 should be implemented.</p> <p>Due to the increase in student numbers predicted over the long term access to healthcare and support services may be an issue, for example with students suffering from mental health issues. This rise appears to have occurred across the mental health spectrum, with increases in students experiencing problems with anxiety and stress and an increase in the number of students in England and Wales taking their own lives<sup>12</sup>. HESA data indicates that more students are withdrawing from university as a result of mental health problems<sup>13</sup>. Alongside the Durham University Growth Plans, it is important to forge relationships between student members, the NHS and student support services to reduce the demand on NHS services and potential future issues as student progress into employment. Whilst the Infrastructure Delivery Plan (Infrastructure Delivery Plan 2018) will identify shortfalls of provision, the Developer contributions policy would as a consequence allocate expenditure to address such issues, they are nevertheless, potential issues which will need to be addressed at the planning application stage. Therefore a mitigation measure has been proposed for consideration at this stage (<b>SOC5</b>).</p>	
<b>5. To reduce the need to travel and promote use of</b>	✓	✓	✓	Probable	Durham City	Direct Permanent	Overall the policy is likely to support and improve upon the current high levels of sustainable transport use amongst the Durham City student population. For instance evidence	<b>ENV1: Amend wording of Part 1, criteria h:</b>

<sup>11</sup> 70% of students currently walk to university according to the Durham University Sustainable Travel Plan: Durham City and Queen Campus Stockton 2014-2020.

<sup>12</sup> Office of National Statistics, Total number of deaths by suicide or undetermined intent for students aged 18 and above in England and Wales, 2016.

<sup>13</sup> High Education Statistics Agency, 2017.

sustainable transport options						<p>demonstrates that approximately 70% of students currently walk to university campus buildings (Source: Durham University Sustainable Travel Plan: Durham City and Queen Campus Stockton 2014-2020)<sup>14</sup>. This is due to the policy requirements for development to make provision for cycling and car parking in accordance with current standards. Moreover in terms of PBSA, development must be readily accessible to an existing university or college academic site, or hospital and research site (Part B, criterion d). Given the aspiration to have 50-55% of the total student population accommodated in PBSA by 2027. ENV1 should be implemented to ensure the needs of all users are accounted for.</p> <p>The allocations are all current city centre (or close to) locations, which will reduce the need for car ownership and encourage sustainable modes of transport. The allocations are also in part redevelopments and limited infill. Numbers are likely to be determined during any subsequent planning application.</p> <p>It is also recognised that Durham University's expansion will increase the pressure on existing pedestrian walkways along key routes between accommodation and university buildings. Development will need to consider measures such as the widening of footways, junction improvements or new routes considered essential. New development will need to comply with the Council's Parking and Accessibility Guidelines. For new HMO dwellings, the quantity of cycle and car parking must also be in-line with the Council's Parking and Accessibility Guidelines.</p> <p>The policy highlights the need for electric vehicle charging points, in line with the County Durham Accessibility Standards. Transport technology is quickly changing in line with</p>	<p>'...The movement of staff and students around the city have been considered, <u>for all users</u>, and where necessary...'</p> <p><b>ENV2: Amend wording of Part 1, criteria i. 'The design of future transport needs will be accommodated for, where appropriate, including adequate parking spaces and electric vehicle points in line with the County Durham Parking and Accessibility Standard'</b></p>
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<sup>14</sup> <https://www.dur.ac.uk/resources/greenspace/greentravel/STP2014-2020.pdf>

							Government policy that the sale of conventional combustion vehicles will be banned by 2040 <sup>15</sup> this means that Electric Vehicle charging infrastructure is accounted for in the policy. However the policy should not just be limited to parking spaces and electric vehicle charging points, but other future design needs, some of which may come to fruition over the plan period. Therefore ENV2 should be implemented to help reduce emissions and maximise sustainable transport options for future development, and not just be limited to electric vehicle charging points.	
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Possible	Countywide but Durham City in particular	Direct Permanent	Students are generally on lower incomes and the policy should ensure that demand for student accommodation meets supply and that it is of a sufficient standard. The policy confirms that the University is a significant asset to the City, indeed the expansion plans may result in encouraging higher incomes and may help reduce unemployment, through the construction of the buildings, the services needs of the buildings and by encouraging students to locate in the area, there is more likelihood that they may start up new businesses.	
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Certain	Durham City Countywide	Direct Permanent	The supporting text of this policy recognises the important contribution Durham University makes to the city and county in economic terms (e.g. it is a major employer, purchases of local goods/ services, develops highly-skilled individuals and facilitates business and industrial research). Although this policy only seeks to manage student accommodation in Durham City (e.g. ensure PBSA is based on need, deliverable, appropriate and new HMO proposals require planning permission to determine their appropriateness and impacts), the flexibility and choice it provides in the student accommodation market supports Durham University's aspirations. This and the fact that students greatly contribute to the economic vitality of the city this is therefore likely to have positive effects.  With regards to PBSA the policy highlights six allocations that are acceptable in principle. Careful consideration has been given	

<sup>15</sup> <https://www.gov.uk/government/news/plan-for-roadside-no2-concentrations-published>

							<p>in addressing concerns in terms of impact upon Heritage and Landscape. This can be further developed at application stage, especially around yield, which is a matter to be considered alongside detailed considerations such as the scale and massing and form of development.</p> <p>Encouraging students to stay in Durham for employment after graduation is a challenge that needs to be addressed if the potential for significant positive effects are to be realised. It is considered that other policies in the County Durham Plan will help to support this (e.g. those relating to Aykley Heads and employment land allocations) in providing a greater range of employment opportunities in the city and County in order to retain graduates. HMOs can provide accommodation for a wide range of groups including young professionals.</p> <p>How this option will affect road traffic congestion was considered, but overall impacts were predicted to be uncertain; particularly in combination with the impact of other housing proposed in/ around the city and infrastructure improvements.</p>	
<b>8. To reduce the causes of climate change</b>	✓	✓	?	Possible	Durham City Countywide	Direct Permanent	<p>This option only looks to manage planning issues associated with student accommodation, however, it is recognised that the student population is forecast to increase over the plan period; which will result in an increase in the City's carbon emissions overall, irrespective of plan requirements. This could arguably said to have adverse effects on this objective.</p> <p>However, overall impacts are considered to be positive. The fact that PBSA allocations will contain elements of redevelopment or infill development will mean that carbon emissions may in many cases be improved as older more inefficient buildings are replaced/redeveloped due to improvements in building regulations. There is more potential for incorporating low carbon/renewable energy technologies within the sites identified, including for example district heating, or specific technologies such as solar PV with batteries and Heat Pumps . The extent to which this is achieved and how PBSA 'as built' energy performance compares to alternative student accommodation options will depend on</p>	<b>ENV3: Amend wording of Part 1, criteria k. <u>'The proposal will enhance or create well-designed spaces, and exploit sustainable energy opportunities, including the delivery of district heating, are exploited where possible'</u></b>



							<p>implementation. However, ENV3 should be implemented to ensure developments will function well over the lifetime of development. If the policy facilitates conversion of HMOs to C3 use/ family homes, there is potential that properties will be better maintained and investment made (e.g. in insulation, efficient heating and low carbon technologies).</p> <p>Given the allocations are all city centre (or adjacent) locations they have good accessibility to services/ facilities in the City Centre, therefore there is the potential for transport-related emissions to be minimised. ENV2 should be implemented to help reduce emissions and maximise sustainable transport options for future development, and not just be limited to electric vehicle charging points. However, the impact of the policy in terms of restricting HMOs and where new development might be directed to as a result (i.e. pushing HMO development to areas beyond the city centre) could change traffic flows and require students to travel further. This may or may not be by car, depending on levels of car ownership. Effect on transport-related emissions is therefore uncertain in this regard.</p>	
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓/✗	✓/✗	✓/✗	Depends upon implementation	Durham City	Permanent Direct	<p>New PBSA has the opportunity to build in adaptations to extremes of temperature and wind and should avoid flood risk areas or exacerbating flood risk in surrounding areas. The allocations themselves have no risk from flooding.</p> <p>The redevelopment of the remaining PBSA sites are likely to improve thermal standards of existing development through the installation of adaptation measures such as Bris-Soliel for example.</p> <p>It is also possible to build in Green Infrastructure to provide shading, water absorption and biodiversity benefits.</p>	
<b>10. To protect and enhance biodiversity and geodiversity</b>	0	0	✓/✗	Depends on implementation	Countywide but Durham City in particular	Indirect Residual	<p>Overall impacts on biodiversity and geodiversity will depend on implementation in the long term as numbers increase. The policy states that no unacceptable harm will be permitted on biodiversity and geodiversity from university development.</p> <p>Due to the nature of HMO applications, it is considered unlikely</p>	

						<p>that development associated with Part C of the policy will have impacts. It is nonetheless considered that the cumulative impacts on biodiversity of increased student population which the policy seeks to manage should be taken into account (e.g. recreational pressure, disturbance, loss/ fragmentation of habitats, etc.).</p> <p>Due to the unique geography of Durham City there is potential for the proposed allocations to have an impact on local biodiversity and geodiversity through increased use and predation (e.g. River Wear Gorge LGS; Houghall, Maiden Castle and Little Woods LWS; Pelaw Wood LWS; Flass Vale LNR; Blaid's Wood LWS) and protected species (e.g. Pipistrelle Bats, Badgers, Great Crested Newts, Atlantic Salmon) is, however, uncertain. Each of the PBSA sites are associated with a site assessment covering ecology, landscape implications and detailed World Heritage Site Impact Assessment. Each site sets out criteria for how these allocations will protect and enhance aspects associated with this objective and therefore afford protection.</p> <p>Policy confirms that development should ensure 'no unacceptable harm on ecology and biodiversity. Whilst this will ensure some impacts are mitigated, by definition some harm may be acceptable. However this will be covered by the planning balance and Policy 43 and 45. Because the majority of allocations are redevelopments or infill there are likely to be less potential for impact.</p>	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓/✗	✓/✗	✓/✗	Probable	Durham City	<p>Permanent Direct Indirect</p> <p>The policy not only requires the design of development associated with any new HMO applications to be appropriate in terms of the property itself and the character of the area (Part 3, criterion g), but also that PBSA schemes are appropriate to their location (Part 2, criterion e). This is likely to ensure that there are positive or neutral impacts on landscape and townscape depending on specific locations.</p> <p>The allocations themselves have some potential for positive impacts upon townscape given that redevelopment may mean the replacement of unattractive buildings across the city.</p>	<b>ENV4: Amend wording of Part 2 Criteria a: '...accommodation of this type and scale in this location...'</b>

							<p>However this depends upon the design of the redevelopment. Given the safeguards set within policy, it is more likely this will be positive.</p> <p>Each site that is proposed clearly outlines how the development of the site will protect the quality and character of the landscape and townscape, where necessary. This highlights the individual assessments of each site that has taken place and ensures the preservation of key distinctive landscape and townscape features. ENV4 should be implemented to ensure the scale of PBSA development (on a non-allocated site) is appropriate to its location.</p> <p>Overall given the allocations, it is predicted that the policy is more likely to result in positive impacts, however given the significance of the World Heritage Site and the fact that most impacts will depend upon specific design proposals, impact ultimately depends upon implementation.</p>	
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓	✓	✓/x	Possible	Countywide but Durham City in particular	Potential for permanent effects	<p>Overall it is considered that impacts will depend on implementation.</p> <p>The policy not only requires the design of development associated with any new HMO applications to be appropriate in terms of the property itself and the character of the area (Part C, criterion g), but also that PBSA schemes are appropriate to their location (Part B, criterion e). This is likely to ensure that there are positive or neutral impacts on the historic environment depending on specific locations.</p> <p>Although the long-term impacts of the policy on the wider housing market are uncertain, there is the potential for it to facilitate the return of HMOs to C3/ family dwelling use. If this is the case, the policy may help to indirectly secure positive effects as owner-occupied properties may arguably be better maintained than private-rented properties.</p> <p>Policy confirms through Part 1, criteria d, e and f that there should be 'no unacceptable impact on the World Heritage Site or its setting, as assessed against the Outstanding Universal Values and opportunities are taken to enhance and better reveal its significance' or impact upon the significance of</p>	

							<p>heritage assets including their setting. The policy highlights that any university development will only be permitted if the benefits of the development outweighs the harm caused to designated and non-designated sites. Development should also sustain and enhance the significance of the heritage sites and its setting. No development that impacts the WHS or its setting will be permitted.</p> <p>The supporting text further describes the importance and history of the medieval core, focused around the cathedral and WHS. Any development should have regard to the World Heritage Site Management Plan, Statement of Outstanding Universal Value, Durham City Conservation Area Character Appraisal and any other specialist reports required for an application.</p> <p>Part 2 of the policy emphasises the individual assessments of each sites also highlights how each site aims to protect and enhance heritage sites and its setting if it is relevant to the site.</p> <p>Overall this process appears to protect and enhance heritage sites sufficiently, as other policies in the Plan will also afford protection. As the number of students increase in the future, there is a concern that this potentially could have negative effects, if implemented incorrectly.</p>	
<b>13. To protect and improve air, water and soil resources</b>	<b>0</b>	<b>0</b>	✓/×	Probable	Durham City	Indirect Permanent	<p><u>Air</u>: There is potential for new PBSA to encourage students to take sustainable transport options due requirements (e.g. accessibility standards, cycle parking facilities) and proximity to public transport options. The allocations are all current city centre (or close to) locations, which will reduce the need for car ownership and encourage sustainable modes of transport. The allocations are also redevelopments and limited infill and thus may not substantially increase student bedrooms within the city. Thus initially there are not likely to be any worsening of air quality in the city.</p> <p>However, the impact of the policy in terms of restricting HMOs and where new development might be directed to as a result (i.e. pushing HMO development to areas beyond the city centre) could change traffic flows and require students to travel</p>	

							<p>further. This may or may not be by car, depending on levels of car ownership. Overall impacts on air quality are considered to depend on implementation. It is nonetheless recognised that impacts could be significant depending on how they affect the designated AQMA.</p> <p><u>Water Quality</u>: It is recognised that the student population is forecast to increase over the plan period; which will result in an increase in water consumption.</p> <p><u>Soil</u>: No impact as all sites are PDL (no agricultural land is allocated)</p>	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	✓/x	✓/x	✓/x	Probable	Durham City	Direct Indirect Permanent	<p>This option only looks to manage planning issues associated with student accommodation, however, it is recognised that the student population is forecast to increase over the plan period; which will result in an increase in waste arisings overall, irrespective of plan requirements. This could arguably said to have adverse effects on this objective. The policy and supporting text however aims to ensure the amenity of local residents is not adversely affected, this includes appropriately addressing poor management of rubbish and recycling, especially at HMOs.</p> <p>Nonetheless policy has the potential to secure some positive effects as it requires the re-use of listed buildings, heritage assets and other buildings with particular heritage value (where appropriate) as a means of providing student accommodation.</p> <p>Overall impacts are considered to depend on implementation reflecting specific details of proposals that come forward. This is also because despite the requirement to provide an appropriate outline management plan prior to occupation, there is also some uncertainty as to the likely effectiveness of PBSA Management Plans and their ability to encourage waste recycling of residents.</p>	

15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment	0	0	0	N/A	N/A	N/A	No significant link.	
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### Policy 17: Sites for Travellers

Table 18 Policy 17: Sites for Travellers								
SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary / Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	✓✓	✓	✓	Possible	A number of specific sites located across the County	Permanent effects	<p>The Travellers Site Needs Assessment suggests that six new pitches are needed for Gypsies and Travellers over the period 2016 – 2026. However since that date a further two households have been granted planning permission. In addition the supporting text suggests that of the 126 social pitches managed by the Council, 101 are double pitches, mostly only occupied by single households. As a result it is likely that there will be no substantial or immediate need for additional pitches.</p> <p>County Durham has significant numbers of Gypsies and Travellers and following the recent upgrading of sites they remain very popular. Many of the new sites incorporate solar panels, thereby reducing incidents of fuel poverty through reducing electricity bills. There are also a variety of plots now available improving the mix and size available.</p>	

<b>2. To promote strong, secure communities</b>	✓	✓	✓	Possible	A number of specific sites located across the County	Permanent	<p>Providing permanent pitch sites for Travellers will create a sense of 'place' for the community and would be likely to reduce the number of temporary illegal encampments. This could have positive impacts across the adjacent and wider communities, with particular regard to perceived safety and integration issues.</p> <p>The longer travellers are embedded into a community the greater the likelihood there will be mutual understanding, engagement and a sense of community. The policy also aims to take into account the amenity of local residents which may help to reduce potential tensions and ensure more cohesive communities.</p> <p>It is vital that safe pedestrian access is achieved from any new site to facilities and services, however it is also considered vital that any new site is well located to public transport routes, in order to promote social mobility and access to services from these sites which are likely to be on the edge of settlements.</p> <p>The policy may restrict development of current sites given that most existing sites do not have good access to amenities and facilities within settlements.</p>	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Probable	A number of specific sites located across the County	Permanent	<p>Ensuring that new Traveller sites are accessible to schools will help to increase the numbers of children within the community attending school on a regular basis. Statistics show that the travelling community have the worst education status of any disadvantaged group in England<sup>16</sup>.</p> <p>Policy sets out that new sites or extensions to existing sites will only be permitted provided that they are adjacent to a settlement which provides schools. Whilst there are sites that do not meet this requirement currently, policy would restrict those from being expanded.</p> <p>The provision of the criteria (SOC1) above would also assist in</p>	

<sup>16</sup> <http://www.travellermovement.org.uk/wp-content/uploads/2015/04/Gypsy-Traveller-Roma-Education-Briefing-2015.pdf>

							improving the mobility of the community and thus access to jobs and training	
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Probable	A number of specific sites located across the County	Permanent	<p>Ensuring that sites that are permitted will be accessible to health care facilities will contribute to addressing the health issues of the travelling community. Statistics show that the travelling community also have the worst health status of any disadvantaged group in England<sup>17</sup>.</p> <p>Policy sets out that new sites or extensions to existing sites will only be permitted provided that they are adjacent to a settlement which provides medical facilities. Whilst there are sites that do not meet this requirement currently, policy would restrict those from being expanded.</p> <p>The provision of the criteria (SOC1) above would also assist in improving the mobility of the community and thus access to health facilities</p>	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Probable	A number of specific sites located across the County	Potential for Permanent	<p>The Policy states that new sites will be permitted if they are immediately adjacent to settlements with services and facilities and safe pedestrian access can be achieved. This element is vital to ensure residents of sites have the same opportunities as the rest of the local community and are not disadvantaged due to the location. Whilst there are sites that do not meet this requirement currently, policy would restrict those from being expanded.</p> <p>By providing suitable and sufficient pitches it is anticipated that there will be reduced traffic from unsuitable pitches to places of work. The need to locate new sites within reasonable travelling distance of community facilities is recognised and should help to avoid unnecessary trips. Criteria f will ensure that any new site is comprehensively planned to take into account any employment uses proposed.</p>	

<sup>17</sup> <http://www.gypsy-traveller.org/wp-content/uploads/health-brief.pdf>



<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Probable	A number of specific sites located across the County	Permanent	<p>Provision of well-located sites will ensure equality in terms of access to services for the travelling community. As a result, inequalities in health and education may be reduced.</p> <p>As a result of previous SA recommendation policy now mentions proximity to employment opportunities, as a key consideration</p> <p>Providing for Travellers will help redress the inequalities that these groups currently face.</p>
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Probable	A number of specific sites located across the County	Permanent	<p>Provision of well-located sites will ensure equality in terms of access to services for the travelling community.</p> <p>As a result of previous SA recommendation policy now mentions proximity to employment opportunities, as a key consideration</p> <p>The provision of new sites and the upgrading has been completed recently, will assist in encouraging young people to remain in the area and improve the diversity of the labour market.</p>
<b>8. To reduce the causes of climate change</b>	0	0	0	Minor positive possible	Countywide	Permanent	<p>Permitting new sites which are accessible to facilities and services will help to reduce the need to travel and, therefore, transport related greenhouse gas emissions. By providing sufficient pitches, it is hoped that there will be reduced traffic from unsuitable pitches to places of work. Overall, the impacts of this policy on carbon emissions are likely to be minor.</p>
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	0	0	0	Potential for negative effects	A number of specific sites located across the County	Permanent	<p>Given the particular vulnerability of caravans to flood risk, the Policy itself is lacking in proposals to ensure that sites are not located in areas of flood risk. Objective 14 of the County Durham Plan however, ensures that new development is located away from areas of flood risk. However, four of the six existing sites are at risk of surface water flooding, according to Durham County Council GIS findings and would therefore be unsuitable for extensions</p>

							The laying of hard standing may result in a slight increase risk of surface level flooding so the use of permeable surfaces should be encouraged as well as the incorporation of green space within the site.	
<b>10. To protect and enhance biodiversity and geodiversity</b>	<b>0</b>	<b>0</b>	<b>0</b>	Minor impacts possible	A number of specific sites located across the County	Permanent effects	Whilst it is recognised that there are specific policies relating to biodiversity and geodiversity, this particular Policy does not address locating and designing new sites so that they do not have an adverse effect on biodiversity and geodiversity. Policy criteria (e) covers landscape, whilst (c) covers character therefore it is recommended that criteria is added to ensure biodiversity/geodiversity has sufficient protection  (ENV1).	ENV1: Add new criteria:  <b>Any new development can be made acceptable in relation to biodiversity and geodiversity constraints</b>
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Possible	A number of specific sites located across the County	Potential permanent effects	The Policy requires that proposals for new sites to be assimilated into the landscape and is acceptable in relation the character of the surrounding area.  Recent refurbishments of sites have been commended for their build quality and design, therefore new sites coming forward should maintain these standards.  In addition to referencing assimilation into the landscape and the character of the surrounding area, any new traveller sites should also adhere to other policies within the Plan and thus the quality and character of the landscape and townscape should be protected. Overall, impacts are likely to depend on where new site come forward, however due to criteria (e) it is likely that impacts should not be adverse.	
<b>12. To protect and enhance</b>	✓	✓	✓	Possible	A number of specific	Potential permanent	Policy criteria (c) provides assurance that new sites will take into account the scale and character of the adjoining settlement, therefore	

<b>cultural heritage and the historic environment</b>					sites located across the County	effects	potentially avoiding any adverse impacts. In addition any new site will need to adhere to other policies in the plan on the built environment and sustainable design, which should further mitigate any impact.	
<b>13. To protect and improve air, water and soil resources</b>	<b>0</b>	<b>0</b>	<b>0</b>	Minor impacts possible	A number of specific sites located across the County	Permanent effects	<p><b>Air</b> - The Policy states that new sites will be permitted only if they are adjacent to existing settlements which have a range of facilities and services, thus helping to reduce the need to travel and help to reduce transport related air pollutants.</p> <p><b>Water</b> – Potential to have impact upon water courses depending upon location. All sites should wherever possible aim to connect to the public sewerage system as per the principles in the Water Management Policy</p> <p><b>Soil</b> – Effect depends on whether sites are directed towards Brownfield or Greenfield land. New sites should attempt to avoid sites with good soil quality as sites will cause compaction and if permanent sites will involve significant hardstanding</p>	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	<b>0</b>	<b>0</b>	<b>0</b>	Possible minor positive	A number of specific sites located across the County	Potential permanent effects	By providing sites with facilities and reducing the incidence of illegal encampments it can be expected that the problems of indiscriminate dumping of waste may be reduced. Refuse and recycling facilities should be provided on site.	
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities</b>	<b>0</b>	<b>0</b>	<b>0</b>				No Impact	

and the environment								
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**Policy 18: Children’s Home Policy**

Table 19 Policy 18: Children’s Home Policy								
SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	✓	✓	✓	Probable	Countywide	Permanent	The policy is likely to ensure the appropriate siting of children’s homes in locations that are safe, deliverable and linked to the identified need. The amenity of existing residents will also be taken into account in the decision making process.	-
2. To promote strong, secure communities	✓✓	✓✓	✓✓	Probable	Countywide	Permanent	<p>The policy will only allow development where the applicant is able to demonstrate a local need. This may be within 20 miles of the children’s home which should encourage children to feel more integrated within the community. SOC1 should be adopted to ensure that Children’s Homes are situated near <u>local</u> services and <u>community</u> facilities (local shops, meeting places, sports venues, open space, cultural buildings, and places of worship) in line with the NPPF (para 92 a) to further their integration into communities.</p> <p>The policy is likely to enhance a sense of safety and security by only permitting development where the site ‘is unlikely to cause unacceptable impacts on the fear of crime or community cohesion’ and that residents would not be placed at risk owing to crime statistics for an area. This means that if a development wanted to locate in an area with high crime statistics it would likely be refused, due to the risk associated with these vulnerable children.</p> <p>This will be aided by ensuring that the Children’s homes replicates a family home, with normally of no more than three children. This will ensure there is not a saturation of children in one house and in</p>	<b>SOC1: Revise wording of Criterion B ‘...premises ensuring that there is appropriate access <u>local</u> services and <u>community</u> facilities;’</b>

							keeping with the surrounding homes to promote a balanced community feel.	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Probable	Countywide	Permanent	Provision of safe and secure home environments will help to raise educational and employment aspirations and ensuring that developments are close to existing educational/training provision (SOC1).	
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Probable	Countywide	Permanent	Provision of safe and secure home environments will help to improve access to healthcare and potentially reduce health inequalities as long as developments have good provision/access to medical services, including mental health services. The provision of satisfactory outside space will also enable and support healthy lifestyles, especially where this would address identified local health and well-being needs (SOC 1).	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	?	?	?	Uncertain	Countywide	Permanent	It is uncertain what impact developments such as this will have on reducing the need to travel. The developments themselves should be well located and be accessible by public transport (SOC2) to help ensure appropriate access to facilities and services.	
<b>6. To alleviate deprivation and poverty</b>	0	0	0	Possible	Countywide	Indirect	The appropriate location of such facilities can provide some small scale employment, however it would not be significant.	
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	0	0	0				No clear link	
<b>8. To reduce the causes of climate change</b>	0	0	0				No clear link	

<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	<b>0</b>	<b>0</b>	<b>0</b>				No clear link	
<b>10. To protect and enhance biodiversity and geodiversity</b>	<b>0</b>	<b>0</b>	<b>0</b>				No clear link	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	<b>0</b>	<b>0</b>	<b>0</b>				No clear link	
<b>12. To protect and enhance cultural heritage and the historic environment</b>	<b>0</b>	<b>0</b>	<b>0</b>				No clear link	
<b>13. To protect and improve air, water and soil resources</b>	<b>0</b>	<b>0</b>	<b>0</b>				No clear link	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	<b>0</b>	<b>0</b>	<b>0</b>				No clear link	
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	<b>0</b>	<b>0</b>	<b>0</b>				No clear link	

## Policy 19: Type and Mix of Housing

SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	<p>Ensuring that existing imbalances in the housing stock are taken into account when considering all new housing developments will contribute positively to ensuring that a mix of housing type and size will be available in County Durham to meet local need and preferences. The flexible approach maintained by the policy will also ensure that it can be more responsive to changing local circumstances.</p> <p>Please note that meeting needs for affordable and older persons housing is addressed more specifically within the Policy 15: Addressing Housing Need policy.</p> <p>The policy further advocates' self/custom builds. The council have a statutory obligation to grant sufficient planning permissions to match the level of demand for serviced plots for self/custom builds. This has the opportunity to expand, with currently 68 plots across the County. This further supports and enhances the certainty towards this objective.</p>	-
<b>2. To promote strong secure communities</b>	✓✓	✓✓	✓✓	Probable	Countywide	Direct  Potential for permanent effects	<p>Ensuring that existing imbalances in the housing stock are taken into account when considering all new housing developments will contribute positively to creating sustainable, mixed and inclusive communities. In addition, taking into account opportunities to facilitate self or custom build schemes may encourage people who want to build their own homes to come together and form new communities.</p>	-
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	<p>Ensuring that an appropriate mix of dwelling types and sizes is secured may contribute to improving access to education e.g. areas where there are good schools but insufficient levels of family housing.</p> <p>The council also promote self and custom builds. This trade is likely to increase awareness and education in self-build houses, although this is likely to be deemed minor.</p>	-

<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	Ensuring that an appropriate mix of dwelling types and sizes is secured will contribute positively to maintaining links to communities and the associated health and wellbeing effects of being part of a community. In order to maintain communities, the provision of housing types and tenures that meet people's need throughout life is vital. Conversely, frequent house moves, insecure tenures and homelessness disconnect people from the benefits of being part of a community.	-
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	Addressing imbalances in the current housing stock may reduce the need to travel e.g. by increasing levels of family housing where there is an undersupply within school catchments etc.	-
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Probable	Deprived area	Direct  Potential for permanent effects	<p>In a study of mixed communities in England, Alan Berube of the Brookings Institute in Washington summarized the key disadvantages of neighborhoods of concentrated deprivation as:</p> <ul style="list-style-type: none"> <li>) "High levels of worklessness limit job networks and employment ambitions</li> <li>) Schools struggle to educate overwhelmingly poor populations</li> <li>) Poor neighborhoods experience higher levels of crime and disorder</li> <li>) Area-based deprivation exacerbates health inequalities</li> <li>) Concentrations of deprivation reduce private sector activity and raise prices for the poor" (Berube, 2005)</li> </ul> <p>It is in response to these concerns that policies for promoting mixed communities has developed. By contrast, mixed communities are seen as a way of tackling deprivation by reducing the additional disadvantages that face families when they are concentrated in poor neighborhoods (Berube, 2005)</p> <p>As this policy aims to address existing imbalances in the housing stock, thereby promoting mixed communities it will contribute positively to alleviating deprivation. The supporting text to the policy specifically recognizes that there are areas within County Durham where it will be important to ensure that development does not undermine low demand issues though for example the delivery of entry-level properties.</p>	-



<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	<p>Securing an appropriate mix of dwelling types and sizes, taking account of existing imbalances in the housing stock (such as for family housing and detached housing) is likely to support the economic growth of the County by:</p> <ul style="list-style-type: none"> <li>) Providing homes for young people to stay in the area,</li> <li>) Diversifying supply and choice in the market for residents of working age in order to meet preferences and aspirations</li> <li>) Encouraging skilled workers from outside the County to re-locate to County Durham.</li> </ul> <p>In addition to contributing to retaining people of working age within the County and their associated spend, an appropriate mix of dwelling types and size will more generally enhance the County as a place to live and work and may encourage inward investment.</p>	-
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Possible	Countywide and beyond	Indirect  Potential for permanent effects	<p>As discussed against objective 5, there are likely to be some circumstances where addressing imbalances in existing housing stock will contribute towards reducing the need to travel and associated greenhouse gas emissions. In addition, as the attainment of a more eco-friendly and sustainable property than otherwise available is often cited as a reason for motivating self/custom builds, supporting opportunities for self-build or custom build schemes as per the policy may contribute to reducing greenhouse gas emissions over the lifetime of the development and wider use of renewable and low carbon energy.</p>	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	<p>Whilst the policy aims to secure an appropriate mix of dwelling types and sizes in the County it is flexible in that, in doing so site characteristics will be taken into account. Such site characteristics are likely to take account of the compatibility of new housing with any associated flood risk.</p>	-
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	<p>Whilst the policy aims to secure an appropriate mix of dwelling types and sizes in the County it is flexible in that, in doing so site characteristics will be taken into account. Such site characteristics are likely to take account of the compatibility of new housing with the ecological value of the site and any associated designations.</p>	-
<b>11. To protect and enhance the quality and character of</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for	<p>Whilst the policy aims to secure an appropriate mix of dwelling types and sizes in the County it is flexible in that, in doing so site characteristics will be taken into account. Such site characteristics are likely to take account of the compatibility of new housing with the landscape character and quality of the</p>	-

landscape and townscape						permanent effects	site and any associated designations.	
12. To protect and enhance cultural heritage & the historic environment	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects	Whilst the policy aims to secure an appropriate mix of dwelling types and sizes in the County it is flexible in that, in doing so site characteristics will be taken into account. Such site characteristics are likely to take account of the compatibility of new housing with the historic environment and the significance of any associated designated and non-designated heritage assets.	-
13. To protect and improve air, water and soil resources	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent effects.	As discussed against objective 5, there are likely to be some circumstances where addressing imbalances in existing housing stock will contribute towards reducing the need to travel and associated emissions to air. In addition, whilst the policy aims to secure an appropriate mix of dwelling types and sizes in the County it is flexible in that, in doing so site characteristics will be taken into account. Therefore, the impact on any water sources are likely to be taken into account along with the efficient use of land.	-
14. To reduce waste and encourage the sustainable and efficient use of materials	0	0	0	-	-	-	No clear link	-
15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment	0	0	0	-	-	-	No clear link	-

## Policy 20: Green Belt

SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	✓✓	✓✓	✓✓	Certain	County's Green Belt as detailed on Proposals Map	Direct/ Temporary	<p>Whilst the policy confirms development within the green belt will be deemed inappropriate, it does set out how exceptions to the policy will be permitted where they accord with other Local Plan policies and minimise impact on openness. Policy (e) confirms that where affordable housing is required both in Inset villages or where affordable housing has been identified for a local or community need. Development would also be acceptable on previously developed sites providing the development does not impact upon the openness of the Green Belt. This would therefore allow in some circumstances partial development of housing in such locations.</p> <p>Moreover the policy indicates that development brought through a Community Right to Build Order would be permitted; as long as development preserves the openness and does not conflict with the green belt's purpose.</p> <p>The policy (Criterion G) and the supporting text further supports the opportunity of redevelopment of longstanding uses that have been washed over. As long as development occurs within the existing footprint and does not have a greater impact on the openness and purpose of land within it, opportunities for infilling or development could be granted. This would potentially allow some further housing, if appropriate.</p>	-
<b>2. To promote strong secure communities</b>	✓	✓	✓	Possible	County's Green Belt as detailed on	Potential for permanent	Policy confirms that unless very special circumstances can be demonstrated, there is a presumption against inappropriate	

					Proposals Map	effects	<p>development in the Green Belt.</p> <p>Whilst such circumstances are listed and are in accordance with the NPPF, it is possible for development to have some impact upon the Green Belt through 'appropriate' development.</p> <p>The policy's strict criteria for permitting development in the green belt is likely to address and mitigate any adverse impacts on communities either within or adjacent to green belt. However, the impacts of particular development may still have an adverse impact upon communities (e.g. from associated traffic, noise, air pollution, etc.) even if the development itself is deemed 'appropriate', for example mineral extraction, even if it is deemed it does not conflict with the purposes of the Green Belt.</p> <p>Enabling the limited infilling or partial/ complete redevelopment of previously developed land, whether redundant or in continuing use, may have a positive impact on communities in terms of sense of safety and cohesiveness (e.g. minimise potential for anti-social behaviour). Re-use of brownfield sites is also likely to have a positive impact on the activity in and vibrancy of the area, which overall is likely to have a positive impact on communities.</p>	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	<b>0</b>	<b>0</b>	<b>0</b>	Possible	County's Green Belt as detailed on Proposals Map	Permanent	This policy is unlikely to have an impact on this objective. However, by allowing partial/ complete redevelopment of previously developed land, agricultural development and non-disproportionate extensions there is the potential for some employment and training opportunities to be created. This may have a minor positive impact on education, and depending on number involved, help to raise educational aspirations.	
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Probable	County's Green Belt as detailed on Proposals Map	Permanent	The policy is likely to have a positive effect on this objective as it aims to safeguard the countryside for the benefit of residents and visitors and to ensure the cultural and landscape character of the area is protected. Whilst some development will be permitted, it is unlikely that the impact would be detrimental in terms of healthy lifestyles. Moreover	

							<p>the policy seeks to ensure that development related to essential facilities for outdoor sport and recreation are permitted as long as they meet the openness criteria. This is likely to have a positive impact.</p> <p>Policy also confirms that opportunities for increased or enhanced access to the Countryside will be supported provided they do not harm the openness criteria.</p>	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	?	?	?	Uncertain	County's Green Belt as detailed on Proposals Map	Potential for permanent	<p>Policy confirms opportunities for increased or enhanced access to the Countryside will be supported (provided that they maintain openness), this could include improved PROW or cycleway development. The Policy and the NPPF also confirm that Local Transport Infrastructure may not be inappropriate development in the Green Belt, therefore such development if permitted, could help people access jobs, services and facilities more easily, whilst widening the opportunities for a variety of travel opportunities. Such infrastructure could include new highways, rail, park and ride, etc.</p> <p>The creation of new highways, for example may have positive impacts in terms of reducing distances to services and facilities for some, however for other areas they may increase the distance travelled, for example if the infrastructure severs communities and restricts access to services/ facilities.</p> <p>Overall policy is likely to be uncertain as it relies on site specific development proposals</p>	
<b>6. To alleviate deprivation and poverty</b>	0	0	0	Possible	Villages within the Green Belt	Potential for Permanent	Policy confirms that limited affordable housing where there is identified local need may be acceptable, which may assist communities suffering from economic deprivation and help improve physical access to jobs.	
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Probable	County's Green Belt as detailed on	Potential for permanent	Although the policy seeks to restrict development in the green belt which may ultimately restrict the expansion/ operation of businesses, it is likely to have positive economic effects for a number of reasons.	

					Proposals Map		<p>As the policy will permit development in the green belt if it is classed as not being inappropriate development, it will allow some forms of development including for example agricultural, forestry, sports, recreation and mineral development. This is likely to support the rural economy, which is vital to the County's economy. Development will also be permitted on previously developed sites, providing the openness of the Green Belt is preserved, therefore whilst the policy is restrictive of development (in line with the NPPF), there remain some opportunities.</p> <p>By protecting the openness of the green belt there is the potential for the policy to support the tourism and recreation sector of the County's economy. In particular the protection of the green belt surrounding Durham city will help to ensure that there is not a significant adverse impact on the setting of the World Heritage Site, which is a significant economic asset for the County. The policy should assist in the protection of the County's natural and historic assets, by avoiding further loss on the green belt.</p> <p>Arguably the Durham city green belt itself is an important economic asset as it provides an attractive setting to the historic city.</p>	
<b>8. To reduce the causes of climate change</b>	?	?	?	Uncertain	County's Green Belt as detailed on Proposals Map	Permanent	<p>The policy is also likely to contribute to safeguarding of the countryside, thereby helping to maintain carbon sinks.</p> <p>The policy confirms that local transport infrastructure is classed as appropriate development in the Green Belt. Such development could include highways, rail, park and ride, etc. As such this could have a positive impact by supporting sustainable travel options (e.g. public transport, walking or cycling). Conversely if new highways are deemed acceptable this may increase emissions from the transport sector depending upon a range of factors, including location, type etc.</p>	
<b>9. To respond and enable</b>	✓	✓	✓	Probable	County's Green Belt as	Permanent	<p>Much of the Durham city green belt lies within the functional floodplain of the Wear and Browney rivers. As development within the green belt</p>	

<b>adaptation to the inevitable impacts of climate change</b>					detailed on Proposals Map		<p>will only be permitted where it accords with other policies in the Plan (e.g. Water Environment), it is highly unlikely that development would be permitted where there is risk from flooding; principally as the policy ensures that sites are subject to Sequential Flood Risk testing.</p> <p>Over the long term the safeguarding of the green belt is also likely to have a more positive effect as species and habitats are able to adapt.</p>	
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓	✓	✓	Probable	County's Green Belt as detailed on Proposals Map	Permanent	<p>Policy confirms that unless very special circumstances can be demonstrated there is a presumption against inappropriate development. Whilst a Green Belt designation does not confirm an area has biodiversity importance, due to its Countryside setting it is more likely to assist in safeguarding habitat and species connectivity, especially over the longer term.</p> <p>Whilst policy confirms exceptions which could impact adversely upon biodiversity and geodiversity (as long as the green belt openness is preserved), the provision of the policy alongside other plan policies provides an extra layer of protection to these areas and as such is more likely to be positive. Policy also confirms that opportunities to improve biodiversity will be supported.</p>	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Probable	County's Green Belt as detailed on Proposals Map	Permanent	<p>Policy confirms that unless very special circumstances can be demonstrated there is a presumption against inappropriate development. Whilst a Green Belt designation does not confirm an area has landscape importance, due to its Countryside setting it is more likely to assist in preserving and enhancing local landscape character. This robust stance is likely to have a positive impact on the landscape overall by providing a significant level of protection and restricting urban sprawl/ coalescence.</p> <p>Whilst policy confirms exceptions which could impact adversely upon landscape (as long as the green belt openness is preserved), such as mineral extraction and local transport, the provision of the policy alongside other plan policies provides an extra layer of protection to</p>	

							<p>these areas and as such is more likely to result in positive effects.</p> <p>By protecting land on the edge of settlements from further development the policy has the potential of indirectly protecting and enhance townscapes: e.g. by protecting their setting as well as restricting out-of-town development and encouraging town centre redevelopment.</p> <p>Policy also confirms that opportunities to improve landscape will be supported.</p>	
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	✓	✓	✓	Probable	County's Green Belt as detailed on Proposals Map	Permanent	<p>Policy confirms that unless very special circumstances can be demonstrated there is a presumption against inappropriate development. Overall this robust stance is likely to have a positive impact on the historic environment in terms of setting of assets. For those designated and non-designated assets within the green belt boundaries, this policy would assist in giving further protection.</p> <p>Policy confirms exceptions which could impact adversely upon heritage (as long as the green belt openness is preserved). Development such as Mineral extraction and local transport infrastructure could have negative impacts on heritage setting, conservation areas and designated assets depending upon type and location, however the provision of the policy alongside other plan policies provides an extra layer of protection to these areas and as such is more likely to result in positive effects.</p> <p>For Durham city there is likely to be a positive impact on protecting the WHS setting.</p>	
<b>13. To protect and improve air, water and soil resources</b>	✓	✓	✓	Probable	County's Green Belt as detailed on Proposals Map	Permanent	<p>Policy confirms that unless very special circumstances can be demonstrated there is a presumption against inappropriate development. Overall this robust stance is likely to have a positive impact on the air/water/soils.</p> <p>However policy confirms exceptions which could impact adversely (as</p>	



							long as the green belt openness is preserved). Development such as Mineral extraction and local transport infrastructure could have negative impacts on soils, air and water, however the provision of the policy alongside other plan policies provides an extra layer of protection to these areas and as such is more likely to result in positive effects.  Policy also encourages development to locate on previously developed land in the Green Belt, which may help to preserve soil resources.	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	0	0	0	-	-	-	No Impact – Waste is not considered an appropriate development in the Green Belt	
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	✓	✓	✓	Possible	County's Green Belt as detailed on Proposals Map	Temporary	Under certain circumstances mineral extraction may not be inappropriate development in the Green Belt. This may assist in meeting an identified need	

**Policy 21: Non-Strategic Green Belt Alterations**

Table 22 Policy 21: Non-Strategic Green Belt Amendments								
SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					

<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	0	0	0	-	-	-	No Impact	
<b>2. To promote strong secure communities</b>	0	0	0	-	-	-	No Impact	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	0	0	0	-	-	-	No Impact	
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	0	0	0	-	-	-	No Impact	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	0	0	0	-	-	-	No Impact	
<b>6. To alleviate deprivation and poverty</b>	0	0	0	-	-	-	No Impact	
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	0	0	0	-	-	-	No Impact	
<b>8. To reduce the causes of climate change</b>	0	0	0	-	-	-	No Impact	
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	0	0	0	-	-	-	No Impact	
<b>10. To protect and enhance biodiversity and geodiversity</b>	x	x	x	Possible	Durham City, Great Lumley	Permanent	The Skid Pan site is close to Hoppers wood LWS and thus would need appropriate mitigation.  There is record of a badger sett, great crested newts, and bats (site is a foraging area) on the site of Fernhill. However, perhaps more significantly the site forms part of a continuous band of open space from Flass Vale (CWS) to the countryside. Whilst taking the site out of the Green Belt does	

							<p>not impact upon biodiversity it reduces an extra layer of protection to these specific areas.</p> <p>For all sites ecological survey work and appropriate mitigation will need to be carried out before work could be commenced. This could include a reduction in the size of the site</p>	
<p><b>11. To protect and enhance the quality and character of landscape and townscape</b></p>	x	x	x	Probable	Durham City, Great Lumley	Permanent	<p>Whilst Green Belt is not a landscape designation, it does assist in preventing urban sprawl which can ultimately impact upon landscape. The skid pan has been concluded not to perform strongly against the five purposes of the Green Belt and is partly brownfield, however there are a number of important trees and as such comprehensive development could have a not insignificant impact</p> <p>The Great Lumley site is in a prominent ridgetop location and slightly divorced from settlement edge but previously developed, forming part of the historic village core between mid C19th and mid C20th. Landscape and visually effects are likely to be heavily influenced by design response to site.</p> <p>The Fernhill site is a small visually contained sub-urban garden site forming part of an important 'green finger' of undeveloped land running into Flass Vale. Constrained in places by visually important trees and a sloping landform. Landscape and visual effects would vary depending on the specific nature of proposals.</p> <p>For all sites landscape survey work and appropriate mitigation will need to be carried out before work could be commenced. This could include a reduction in the size of the site</p>	<p><b>ENV1: Design quality should be paramount in these locations in order to mitigate any potential adverse landscape issues.</b></p>

<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No Impact	
<b>13. To protect and improve air, water and soil resources</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No Impact	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No Impact	
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No Impact	

**Policy 22: Delivering Sustainable Transport**

<b>Table 23 Policy 22: Delivering Sustainable Transport</b>								
<b>SA/SEA Objective Number</b>	<b>Impact &amp; Timescale of Effects</b>			<b>Likelihood of Effect</b>	<b>Geographic Scale</b>	<b>Type of Effect</b>	<b>Commentary/ Explanation</b>	<b>Mitigation</b>
	<b>S</b>	<b>M</b>	<b>L</b>					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	The provision of sustainable modes of transport could help to improve access to jobs and so increase the number of people with the means to afford a decent home. However, overall impacts are likely to be minor.	-

<b>2. To promote strong, secure communities</b>	✓	✓	✓	Probable	Countywide but benefits may be restricted in West Durham given deliverability/viability issues.	Permanent	<p>An improvement in the provision of sustainable travel measures/ infrastructure should reduce the reliance on private car travel across the County and encourage public transport as well as cycling and walking to access employment, local services and facilities. The policy also requires walking and cycling routes and bus access to be appropriate, direct, well-designed and permeable; all of which will encourage use. The policy also makes links to the County Durham Cycling Strategy and suggests proposals have regard for it and its Action Plan where appropriate; and contribute to the delivering of the strategic cycle network and cycling infrastructure where possible. Policy was strengthened at Preferred Options stage to ensure all development is required to have regard to and contribute to the strategic cycling network.</p> <p>Where delivered these measures are likely to enhance the feeling of safety (particularly among families with young children, the mobility impaired and elderly) and create a greater sense of community.</p> <p>Ensuring that any new traffic generated by new development can be safely accommodated on the local and strategic highway network, or can be made safe by appropriate transport improvements, is also important in relation to contributing to safer communities.</p>	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Probable	Countywide, but benefits may be restricted in West Durham given deliverability/viability issues.	Permanent	<p>A general improvement in public transport capacity and additional modes of transport can improve accessibility to larger centres of activity, which have better access to education and employment opportunities.</p> <p>However, the ability of rural communities to access these opportunities, particularly in West Durham, depends on the successful implementation of a sufficient public transport network or promotion of alternative fuel vehicles and car sharing. A robust community transport sector could also complement gaps in the public transport network.</p> <p>The policy also requires walking and cycling routes and bus access to be appropriate, direct, well-designed and permeable; all of which will encourage use. Moreover it makes links to County</p>	

							<p>Durham Cycling Strategy and suggests proposals have regard for it and its Action Plan where appropriate; and contribute to the delivering of the strategic cycle network and cycling infrastructure where possible. This has the potential to improve access to training opportunities and educational services/ facilities.</p> <p>The addition of 'safe' within (a) will help to ensure all transport infrastructure is designed with safety as a key element.</p>	
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓✓	Probable	Countywide, but benefits may be restricted in West Durham given deliverability/ viability issues.	Permanent	<p>Through the promoting of walking and cycling for both utility and recreational trips the policy is likely to help improve people's physical health across the County. Undertaking such physical exercise is also recognised as a means of reducing stress levels. As such, it is considered likely that the policy will have both direct physical and indirect mental health benefits.</p> <p>Although new development across the County will mean increased road traffic growth, including potentially exacerbating congestion in some communities and associated health issues, it is considered that the promotion and delivery of sustainable transport options should help to mitigate such impacts. The policy also requires proposals to address transport implications as part of the application process and ensure vehicular traffic generated by new development can be safely accommodated on the highway network and does not cause unacceptable congestion (or be mitigated).</p> <p>Moreover the policy makes links to the County Durham Cycling Strategy and suggests proposals have regard for it and its Action Plan where appropriate; and contribute to the delivering of the strategic cycle network and cycling infrastructure where possible. This will directly to promote healthier lifestyles as well as improve accessibility to services/ facilities across the County.</p> <p>By ensuring new development is well-connected to existing services/ facilities and routes for the convenience of all, the policy will improve access to local health services/ facilities as well as green infrastructure/ open space etc. which will improve residents' wellbeing.</p>	

						<p>The delivery of sustainable forms of transport will assist in helping to reduce reliance on private cars which could mean a reduction in social exclusion for those without cars.</p> <p>Overall there is therefore the potential for significant positive effects in terms of physical and mental health over the long-term as infrastructure is improved and healthier lifestyles are encouraged. However, given the deliverability and viability concerns regarding improvements to the public transport infrastructure and walking and cycling routes in West Durham there is potential for benefits to be restricted.</p>	
<p><b>5. To reduce the need to travel and promote use of sustainable transport options</b></p>	✓✓	✓✓	✓✓	Certain	<p>Countywide, but benefits may be restricted in West Durham given deliverability/viability issues.</p>	<p>Permanent</p> <p>The intent of this policy is to deliver sustainable transport infrastructure improvements (e.g. connectivity, new routes, etc.) that are prioritised in accordance with the pedestrian hierarchy: e.g. walking first following by cycling, bus, rail, car sharing and alternative fuel vehicles. It also requires proposals to provide appropriate, well-designed, permeable and direct routes (e.g. via walking, cycling and bus) to existing services/ facilities etc. Moreover the policy makes links to the County Durham Cycling Strategy and suggests proposals have regard for it and its Action Plan where appropriate; and contribute to the delivering of the strategic cycle network and cycling infrastructure where possible.</p> <p>Overall it is certain that the policy will promote and widen the use of more sustainable transport modes. The policy will therefore help improve access to jobs, services and facilities. It may also help promote the use of local shops and services if residents are able to better access them.</p> <p>However, implementation is key to deliver success in rural areas by improving public transport and reducing the reliance on private cars or by promoting alternative vehicle fuels and car sharing in such areas. The supporting text provides some advice on what is expected and what can support the delivery of quality transport infrastructure. A robust community transport sector could also complement gaps in the public system.</p>	

<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Possible	Countywide, but benefits may be restricted in West Durham given deliverability/ viability issues.	Permanent	<p>The delivery of sustainable forms of transport will assist in helping to reduce reliance on private cars which could mean a reduction in social exclusion for those without cars. Improved public transport as well as improved cycle and walking networks and increased permeability should generally improve accessibility to employment, education and training opportunities. Such improvements in accessibility via public transport are particularly important for more deprived areas of the County, as car ownership is likely to be low.</p>	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓✓	Probable	Countywide	Permanent Direct Indirect	<p>The policy requires new development proposals to address transport implications as part of the application stage as well as for new traffic generated to be safely accommodated on the highways network (or can be made safe by appropriate improvements/ mitigation) in order to not cause unacceptable road congestion. The policy also supports the NPPF (paragraph 111) requirement for development that generates significant amounts of movement should be supported by a Transport Statement or Assessment. This mitigation style approach is then supported by the aim to deliver sustainable transport choices for new and existing residents. All of this is likely to ensure road traffic congestion is managed/ minimised where possible. Hence positive economic effects are likely considering road traffic congestion can be costly for businesses and the economy in terms of goods/ staff delays.</p> <p>Moreover this policy will improve accessibility to and from new and existing development via a variety of sustainable transport options: e.g. walking, cycling, bus, rail, car sharing and alternative fuel vehicles. It also specifically requires new development proposals to provide appropriate, well-designed, permeable and direct routes for walking, cycling and bus access. Improved access by alternative modes of transport (e.g. not car) is particularly important for young people; and as such, this policy may help to encourage them to stay, live and work in the County if access to jobs is improved.</p> <p>Currently the Nissan plant in Sunderland, which manufactures the Nissan Leaf, provides jobs for people in County Durham and helps</p>	-



							<p>to sustain services and facilities in County Durham towns, as well as businesses that service this facility. Therefore the promotion of electric vehicles is likely to have a positive impact on growth in key economic sectors.</p> <p>An improved and more efficient and integrated transport network will be attractive to businesses and so may encourage businesses to invest in the County. As such, the policy may indirectly safeguard and create new employment opportunities.</p>	
<b>8. To reduce the causes of climate change</b>	✓	✓	✓✓	Probable	Countywide	Permanent	<p>Delivering sustainable modes of transport will assist in mitigating emissions by offering people a viable alternative to the motor car, be that walking, cycling, public transport or car sharing. Ensuring development is permeable and offers safe, direct and attractive routes to facilities and services should also assist in reducing local road traffic emissions. The Council 'Parking and Accessibility Guidelines' as stated within policy will set out the standards for development. This will include standards and numbers for electric car charging parking bays and car sharing bays. Although standards are likely to secure positive effects and they will be reviewed over the plan period, it is questioned whether it is supportive enough of dedicated electric charging point parking bays and will meet future demand given the rapid improvements in batteries and associated technologies.</p> <p><b>ENV1)</b></p> <p>The policy also supports the NPPF requirement (paragraph 111) for all 'major' development proposals (i.e. those which generate significant amounts of movement) to be supported by a Transport Statement or Assessment and prioritise creation/ support of sustainable transport improvements; and hence will assist in reducing emissions from transportation. Depending on the scale of sustainable transport schemes and the delivery/ use of them, there is potential for significant positive effects over the long term.</p>	<b>ENV1: Review, and amend where necessary, the 'Parking and Accessibility Guidelines' in reference to the standard for EV charging points to ensure that it is robust and supports current/ future demand.</b>
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	0	0	0	-	-	-	<p><u>Minor positive impact:</u> the promotion of sustainable transport will help to reduce use of the private car and may therefore reduce the need for significant new road development, which would increase the amount of hard standing and potentially decrease the amount of green infrastructure. Both of which are likely to limit transport infrastructure's ability to adapt to climate change.</p>	-

<b>10. To protect and enhance biodiversity and geodiversity</b>	✓	✓	✓	Probable	Countywide	Permanent	<p>Given that some designated sites across the County are sensitive to air borne pollutants (e.g. Castle Eden Dene), there is potential for the policy to have positive effects by delivering sustainable transport, improving transport choice and reducing the number of trips made by car. Ensuring that development is permeable will also assist in reducing traffic impacts from both an infrastructure and pollution viewpoint. Reducing motor vehicles will also help to reduce instances of road kill.</p> <p>Amendments to the policy following Preferred Options, with regard to the addition of criteria (d) has assisted in making the policy more positive in terms of its likely outcome, as it now ensures that impacts to both the natural and built environment will be taken into account.</p>	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Possible	Countywide	Permanent	<p>The policy could assist in creating sustainable and accessible communities, which in turn may assist in enhancing the quality and character of towns and villages. Schemes that seek to enhance the walking and cycling experience are likely to have a positive impact on landscape and townscape and will assist in reducing the number of motor vehicles on the road and the impact that this has on both landscape and townscape. The policy could also assist in enhancing the vitality and viability of towns and villages by creating more permeable routes to the town centre.</p> <p>Amendments to the policy following Preferred Options, with regard to the addition of criteria (d) has assisted in making the policy more positive in terms of its likely outcome, as it now ensures that impacts to both the natural and built environment will be taken into account.</p>	
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓	✓	✓	Possible	Countywide	Permanent	<p>The policy could have a minor positive impact if designated and non-designated assets are better-linked via a greater variety of transport infrastructure giving visitors a choice. Heritage assets could also benefit from the Travel Plans, encouraging residents to travel by sustainable means which may help to minimise adverse traffic impacts on, for instance, Conservation Areas. Both of which are likely to increase access/ enjoyment/ understanding of the County's historic environment.</p>	

							Amendments to the policy following Preferred Options, with regard to the addition of criteria (d) has assisted in making the policy more positive in terms of its likely outcome, as it now ensures that impacts to both the natural and built environment will be taken into account.	
<b>13. To protect and improve air, water and soil resources</b>	✓	✓	✓	Possible	Countywide	Permanent	<p><u>Air</u>: A reduction in the number of vehicles and traffic/ congestion on the roads is likely to reduce emissions and result in improved air quality. The introduction of minimum standards for electric vehicle charging and car sharing bays for certain types of development via the 'Parking and Accessibility Guidelines' (or any subsequent revisions) may also assist in improving air quality if this has the effect of reducing the amount of motor vehicles on the road. The delivery of sustainable modes of transport and the improved permeability of development will also positively impact on improved air quality.</p> <p><u>Water</u>: There is unlikely to be a significant impact on water quality and resources.</p> <p><u>Soil</u>: The promotion of sustainable transport will help to reduce use of the private car and may therefore reduce the need for significant new road development and minimise further land take on greenfield sites, which is likely to help to protect soil resources/ green infrastructure.</p>	-
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	0	0	0	-	-	-	No significant/ clear link given that development related to waste management is excluded from this policy.	
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	0	0	0	-	-	-	No significant/ clear link given that development related to minerals extraction is excluded from this policy.	

**Policy 23: Durham City Sustainable Transport**

Table 24 Policy 23: Durham City Sustainable Transport								
SA/SEA Object. Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	0	✓	✓	Probable	Durham City, surrounding villages and potentially further afield	Direct. Potential for permanent effects	Evidence suggests that Durham City's road network currently experiences a number of problems which restrict its ability to operate efficiently and reliably. Strategic routes such as the A167, A691 and A690 which provide north/south and east/west connectivity are particularly affected by lengthy journey times and low average speeds. <sup>18</sup> Evidence also suggests that the Durham City road network is not equipped to adequately handle 'business as usual' i.e. growth without any transport mitigation measures, over the next 20 years (Jacobs 2018). Business as usual growth in these terms relates to traffic generated as a result of meeting the Office for National Statistics' projections for numbers of households in each local authority area which the Government regards as the minimum local housing need figure. <sup>19</sup> Therefore, implementing a combination of measures as outlined in the policy to address Durham City's constrained and worsening network will support	-

<sup>18</sup> Jacobs (2018) Durham Local Plan: Traffic Impact Durham County Council

<sup>19</sup> DCLG (2017) Planning for the Right Homes in the Right Places

							<p>enabling housing growth to meet projected needs. Evidence suggests (Jacobs 2018) that the combined effects of sustainable travel measures, a NRR and WRR will have the best effects in relation to reducing traffic along the A690, A167, key junctions thereof and improving journey times, thereby offering better support to future housing delivery. The positive effect on housing delivery may extend beyond Durham City given the role the City plays in serving other settlements within County Durham as a key employment centre.</p> <p>No effects are predicted in the short term due to the numbers of existing housing commitments.</p>	
<b>2. To promote strong secure communities</b>	✓	✓/x	✓/x	Possible	Durham City	Direct. Potential for permanent effects	<p>A constrained and increasingly poorly performing and congested highways network will exacerbate existing adverse impacts on communities within Durham City. Increasing levels of congestion can increase the risk of road traffic accidents, delay response times of police, fire and ambulance services and increase levels of social isolation for groups where traffic is an actual or perceived barrier to accessing community services which provide opportunities for support and social interaction. Elderly residents in particular may be adversely affected.</p> <p>Therefore, the implementation of the</p>	<b>SOC1:</b> In the event that more detailed proposals are forthcoming for the roads, further localised traffic assessments may be required to determine the need for traffic calming and/or adequacy of pedestrian crossing points in areas which may be adversely affected by traffic as a result of re-routing effects.

							<p>policy and the measures it supports will have greater benefits to road network performance and congestion relief. The existing and future adverse impacts of traffic on communities both along routes in the centre (e.g. Gilesgate, Claypath and North End) and to the West of the City (e.g. Crossgate Moor, Neville's Cross, Lowe's Barn and Merryoaks) are likely to benefit. In addition, the measures supported by policy will also help to prioritise and make safe, continuous routes for walkers and cyclists where lack of space currently cause issues of safety. However, the re-routing of traffic onto a NRR and WRR could increase levels of traffic growth to communities in areas such as Brasside, Framwellgate Moor and Broom Lane. In the event that more detailed proposals are forthcoming for the roads, further localised traffic assessments may be required to determine the need for traffic calming and/or adequacy of pedestrian crossing points in these receiving areas.</p>	
<p><b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b></p>	✓	✓	✓	Probable	Durham City	Direct. Potential for permanent effects	<p>A constrained and increasingly poorly performing and congested highways network under business as usual conditions will not support the objective of improving access to education or training opportunities within Durham City and may restrict any future</p>	-

						<p>University or other education/ training provider's expansion plans. Existing levels of walking and cycling activity to schools may also decline in response to increasing congestion and safety concerns which would only serve to further exacerbate existing traffic levels generated for the 'school run.'</p> <p>Therefore, the implementation of the policy and the measures it supports are predicted to have positive effects as they will have greater benefits to road network performance, congestion relief and improved space for walking/cycling activity in combination than if delivered in isolation. As a result, the policy best supports ease of access to existing education and training providers and the future expansion of such within the City.</p> <p>For example, the implementation of measures identified within the Durham City Sustainable Transport Delivery Plan for the University to the City Centre corridor will contribute towards improving access to education and training opportunities in particular. This area includes the University 'hill' colleges and is also home to significant parts of the University's teaching a research facilities. Measures identified such a footpath widening, traffic</p>	
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							<p>calming and junction remodelling to prioritise walkers and cyclists will help to aid safe access to education for residents who predominantly do not have access to a car. Currently, in this part of the City, pedestrian flows often exceed the capacity of footways, which in places are unable to cope with pedestrian numbers safely.<sup>20</sup></p> <p>A WRR will also reduce congestion along the A167 and associated issues in respect of ease of access to Durham Johnston school.</p>	
4. To reduce health inequalities and promote healthy lifestyles	✓	✓/✗	✓/✗	Possible	Durham City	Direct. Potential for permanent effects	<p>The policy by supporting a combination of sustainable travel and network correction measures provides the best opportunity to reduce levels of congestion which in turn can increase levels of active travel; and minimise risk of road traffic accidents</p> <p>Air quality modelling undertaken also shows that existing conditions are expected to improve significantly in Durham City by 2037 with the introduction of the measures providing additional air quality and associated health benefits.<sup>21</sup></p> <p>However, the roads will increase levels</p>	<b>SOC2:</b> Ensure the design of the roads minimise noise to within acceptable levels (a noise assessment of the detailed proposals will be required) and impact upon existing recreational amenity.

<sup>20</sup> Systra (2017) Durham City Sustainable Transport Delivery Plan 2018-2035 Durham County Council

<sup>21</sup> AECOM (2018) Durham County Council Local Plan Air Quality Modelling Durham County Council



							<p>of noise over and above baseline conditions and are likely to impact on recreational amenity and activity of users of:</p> <ul style="list-style-type: none"> <li>) the Lanchester Valley Railway path, Pilgrim's Way/Club Lane and the footpath network between the road corridor and the western edge of the City; and</li> <li>) Kepier/Frankland wood and the Weardale Way</li> </ul> <p>Impacts to recreational amenity are likely to be greater in the event that a Northern Relief road alignment which requires a new crossing of the River Wear in Kepier/Frankland wood is implemented. However, the Belmont viaduct alignment may increase noise levels to individual properties in close proximity to the disused railway line. In addition an alignment which requires an East Coast Main Line (ECML) overbridge, whilst placing the road at a further distance from residential areas, would require the elevation of the road over an embankment which is likely to increase levels of noise (and visual impact) over the underpass option which would result in the road being placed in a cutting.</p>	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Probable	Durham City	Direct  Potential for permanent effects.	<p>With a compact nature that lends itself to walking, Durham railway station, extensive bus network and three park and ride sites, Durham City is considered to provide a good sustainable transport network. The</p>	<p><b>ENV1:</b></p> <ul style="list-style-type: none"> <li>) In the event that the diversion of the existing PROW network is required, diversions</li> </ul>

						<p>measures outlined within the Sustainable Transport Delivery Plan aims to build upon these strengths and overcome some of the barriers to sustainable travel which often result from the challenge for space within the City's historic, restricted and congested streetscape.<sup>22</sup> These barriers to space are anticipated to increase as evidence suggests that the road network will operate increasingly poorly and will become increasingly congested as background traffic growth increases (Jacobs 2018). This can have knock on effects on the reliability and efficiency of bus services and walking and cycling activity. The delivery plan includes a number of measures for improving for example, the quality of bus infrastructure and improving walking and cycling routes and connectivity which can be delivered in the shorter term. In the mid to longer term a principal focus for the delivery plan is the reallocation of road space including across Milburngate bridge to sustainable modes. Along with the other measures identified within the Delivery Plan, the creation of safe, continuous routes for people walking, including wheelchair users and cycling and clear uncongested routes for buses will help to support a shift to sustainable modes. Whilst the implementation of the policy may increase distances travelled as a NRR</p>	<p>should be convenient safe and attractive to use to minimise any reduction in their use.</p> <p>) Disruption to the ECML could potentially be minimised by the timing of construction works e.g. through the night only.</p>
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<sup>22</sup> Systra (2017) Durham City Sustainable Transport Delivery Plan 2018-2035 Durham County Council

						<p>would be a longer route and a WRR may also increase distances travelled for some journeys to access the route and increases road capacity effects, including a possible slight increase in induced demand<sup>23</sup>, overall effects are assessed as positive against this SA objective due to:</p> <ul style="list-style-type: none"> <li>) Increasing sustainable travel behaviour as a result of the measures within the DCSTDP</li> <li>) The measures combined, as supported by the policy reduce levels of congestion further than they do in isolation which in turn will better support the future reliability and efficiency of the bus network and walking and cycling activity;</li> <li>) The measures will help enable housing in Durham City which provides the best opportunities for sustainable modes of travel in respect of accessibility to services, facilities, employment and public transport; and</li> <li>) The Northern Relief road will create a new walking and cycling route between Belmont and Newton Hall</li> </ul> <p>However, it is acknowledged that the</p>	
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<sup>23</sup> Induced demand is generally higher for capacity improvements in large urban areas and there is little evidence that high levels of induced demand would occur in smaller urban and more rural areas. (DfT) – Jacobs (2018) Durham Local Plan: Traffic Impact Durham County Council

							implementation of a Northern Relief road alignment which requires an ECML underpass is likely to cause greater temporary disturbance to the operation and use of the ECML than an over-bridge alignment. Additionally, an alignment which requires a new River Wear crossing will result in a shorter overall route, thereby minimising distance travelled but will also have a greater impact on the existing Public Right of Way (PROW) network than the alignment which makes use of Belmont viaduct.	
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Probable	Durham City	Direct and indirect effects.  Potential for permanent effects	<p>A constrained and increasingly poorly performing and congested highways network under business as usual conditions are likely to exacerbate existing social and environmental conditions within deprived wards within the City such as Pelaw and Gilesgate ward, parts of which are within the top 10% nationally deprived. An increasingly poorly performing transport network could also affect land values within the City which in turn can affect inward investment and regeneration initiatives.</p> <p>Therefore, the implementation of the policy and the measures it supports are predicted to have positive effects as they will have greater benefits to road network performance, congestion alleviation and provision and prioritisation of space for sustainable</p>	-

							<p>modes occurs as a result of the delivery of the measures in combination as opposed to in isolation, contributing to the alleviation of deprivation as follows:</p> <ul style="list-style-type: none"> <li>) Improving mobility and associated access to jobs and training for those without access to a car.</li> <li>) reducing traffic levels within deprived parts of the City; and</li> <li>) Encouraging inward investment in the City which may contribute towards regeneration initiatives.</li> </ul>	
<p><b>7. To develop a sustainable and diverse economy with high levels of employment</b></p>	✓	✓	✓✓	Probable	Durham City, Countywide and NE region.	Direct. Potential for permanent effects	<p>Durham City is County Durham's largest employment centres with almost over three times more people working in the City compared to Peterlee which is the county's next biggest centre. Not only is Durham City the key employment centre within the county it is also a major commuting destination for cross boundary journey with 25% of all commuting journeys from neighbouring local authorities destined for the City (Jacobs 2018). The only employment centre across the region with more inward commuting journeys is Newcastle which underlies Durham City's relative importance to the wider region. There is wide acceptance that there is a direct link between the productivity of a City and its external and internal transport infrastructure and linkages to other cities or regions. Good</p>	<p><b>ECON1 –</b></p> <ul style="list-style-type: none"> <li>) In the event that a NRR alignment which utilises the Belmont viaduct is implemented, noise assessment and mitigation measures may be required to minimise any localised effects to business.</li> <li>) In the event that a NRR alignment which requires a new River Wear crossing is implemented, the design of the bridge should be both sensitive to its surroundings and distinctive thereby contributing positively to Durham City's landmarks and associated visitor economy.</li> </ul>

						<p>transport links and reduced journey times can:<sup>24</sup></p> <ul style="list-style-type: none"> <li>) Increase productivity and output</li> <li>) Attract and retain highly skilled workers</li> <li>) Benefit businesses through a larger labour pool, reduced transport costs and improved connectivity</li> <li>) Improve access to supply chains</li> <li>) Increase land values which in turn can support inward investment and regeneration.</li> </ul> <p>However, evidence suggests that without the introduction of transport improvements, the current configuration of the Durham City road network will not effectively support background traffic growth brought about by housing and employment growth in line with national forecasts (Jacobs 2018). Existing constrained key links and junctions will move further towards their design capacity by 2037. Some arm to arm interactions at key junctions are already at capacity and would be further exacerbated by background traffic growth. Evidence also suggests (Jacobs 2018) that greater benefits to road network performance and reliability are achieved as a result of introducing both sustainable travel measures, a NRR and a WRR. Consequently, the implementation of</p>	
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<sup>24</sup> Transport for the North (TfN) (2018) Strategic Transport Plan: Draft for public consultation

						<p>these measures identified within the policy will best help to futureproof the network in respect of supporting the housing and jobs growth needed and will contribute towards sustaining and improving Durham City's overall productivity, role and importance as a key employment centre within the County and wider North East region. The potential for significantly positive longer term effects are therefore predicted.</p> <p>Please note that the sustainable travel measures and reduction in traffic flows in the urban core of the City could also improve the attractiveness of the city for visitors, encouraging spend in the local economy. A NRR will also improve links between the residential areas of Newton Hall and employment within Belmont Industrial Estate and the North West of County Durham and the A1(M). This may increase the desirability of settlements in the North for business expansion, relocation and associated jobs growth.</p> <p>However, whilst positive economic effects are predicted overall, it is acknowledged that a NRR alignment which makes use of the existing Belmont viaduct may have a localised impact on individual businesses in close proximity to the disused railway line. Whereas, a new River Wear crossing could have both economic benefits and dis-benefits depending in part on the uniqueness and</p>	
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							distinctiveness of the bridge design e.g. the Northern Spire, Sunderland.	
<b>8. To reduce the causes of climate change</b>	✓	×	×	Probable	Durham City and beyond	Direct and residual  Potential for permanent effects	The implementation of the short term sustainable travel measures outlined in the DCSTDP are likely to increase sustainable travel behaviour for trips predominantly originating and ending within the City. This will contribute positively to reducing transport associated greenhouse gas emissions. Sustainable travel behaviour and a corresponding reduction in associated emissions is likely to increase further following the reallocation of space to sustainable modes in the mid and longer term. However, negative mid and longer term effects are predicted overall as the measures in themselves are considered unlikely to offset the increase in emissions associated with increasing levels of traffic growth. Coupled with this, the benefits of emissions reduction derived may be fully or partially offset by the fact that the NRR is a longer route (with the Belmont viaduct alignment being the longer of the route options) which will increase distances travelled and associated emissions. Whilst the WRR will reduce levels of congestion on the A167 and at Neville's Cross the distances travelled and associated emissions will also increase for some journeys in order to access the new road.	<b>ENV2:</b> The net overall increase in transport related greenhouse gas emissions is considered to be a residual effect. However, the following measures will help to minimise the scale of the net growth: <ul style="list-style-type: none"> <li>) Ensure that timely and adequate investment in electric vehicle charging points is secured to help support the move towards increasing use of electric vehicles.</li> <li>) Ensure that the Local Walking and Cycling Infrastructure Plans maximise opportunities for cycling in particular, from the outlying villages into Durham City</li> </ul>
<b>9. To respond and enable adaptation to the inevitable impacts of climate</b>	0	×	×	Possible	Durham City	Direct  Potential for	The implementation of the short term sustainable travel measures outlined in the DCSTDP are unlikely to significantly increase levels of	<b>ENV3:</b> The use of appropriate SuDS should be a key aspect of road design. More detailed proposals and designs should



change						permanent effects.	hardstanding in Durham City and associated surface water runoff which can contribute towards flood risk. In respect of mid and longer term measures, It is unlikely that either the NRR or WRR will be constructed in the flood plain, due to the use of a spanning crossing, which will reduce their overall footprint in flood zone 3 and therefore the potential risk of flooding both to the roads and elsewhere. However, the roads will increase levels of hardstanding and associated risk of surface water flooding. Mitigation such as basins and ponds, and filter strips and swales which attenuate water are likely to be required to attenuate surface water runoff. In addition, new bridges will require the construction of piers and abutments within the functional floodplain which may have an impact on current flow rates, flood storage and flood risk downstream.	also be subject to a full flood risk assessment.
10. To protect and enhance biodiversity and geodiversity	0	xx	xx	Probable	Durham City	Direct and residual  Permanent effects.	Short term effects are predicted to be minor as demand management and sustainable travel measures and their effects on traffic reduction relate to the existing built up area of the City. The main impacts to biodiversity will occur as a result of the construction of both the NRR and WRR's which would be unlikely to commence within the next five years.  Ecological assessments of the	<b>ENV4:</b> Comply with the mitigation hierarchy outlined within the ecological assessments. The principles of which include:  <ul style="list-style-type: none"> <li>) Avoidance e.g. timing to avoid breeding birds, re-routing of the road to avoid high value habitats where this is possible</li> <li>) Habitat creation e.g. pond creation to compensate</li> </ul>

					<p>proposed corridors and routes of the roads were undertaken in 2011.<sup>25</sup> An update to these assessments was undertaken in 2018 which concluded that the assessment of impacts and the mitigation strategy remain sound as the habitats with the survey areas have not significantly changed and there is no evidence that species distributions have altered since 2011.<sup>26</sup></p> <p>The assessments identified that the majority of the land associated with the proposed route of the roads is under intensive agricultural management with arable and improved pasture dominating the landscape. The key habitat within the survey areas are the ancient woodland present along the banks of the River Wear and River Browney. Other habitats recorded are species poor hedgerows, ponds and ditches, scrub and a small area of wet woodland and marshy grassland. In addition there are a number of mature trees scattered across the area of the proposed roads which have an intrinsic value in themselves and have potential as bat roosts.</p> <p>In relation to protected and priority species:</p> <p>) Great Crested Newt have been</p>	<p>for loss</p> <p>) Retention/creation of connectivity, e.g. provision of habitat linkages such as green bridges</p> <p>) Habitat enhancement, such as the improvement of existing grasslands and woodland</p> <p>) Wildlife friendly design principles e.g. lighting plan to avoid adverse impact on bats</p> <p><u>Additional measures NRR:</u></p> <p>Further information and assessment will be required of either the works needed to make the viaduct suitable for vehicular use and associated removal of ancient woodland, or of the new River Wear crossing selected. A detailed mitigation/compensation strategy will be required for this aspect alone.</p> <p>Further specific assessment of the impacts of the road proposal upon Brasside Pond SSSI will also be required to inform the significance of effects further.</p>
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<sup>25</sup> T. Coult (2011) Proposed Western Relief Road – Ecological Assessment – Extended Phase 1 Durham County Council & R. Hepburn (2011) Proposed Northern Relief Road – Ecological Assessment – Extended Phase 1 Durham County Council

<sup>26</sup> S. Priestley (2018) Western Relief Road – Update to the 2011 Ecological Assessment Durham County Council & S. Priestley (2018) Northern Relief Road – Update to the 2011 Ecological Assessment Durham County Council

						<p>recorded within the NRR corridor but not the WRR corridor. Smooth newt, common frog and common toad are present within both.</p> <p>) There is significant bat presence within the NRR corridor and surveys of the WRR corridor indicate a major bat commuting route along Club Lane and important assemblages of feeding bats around the River Browney</p> <p>) Badger setts are present either side of the proposed routes of both roads and badgers forage and commute across these routes</p> <p>) Otters have been shown to be present and resident on the River Wear and River Browney where the proposed new roads will cross and at the Aldin Grange fishing lakes. Since 2011 there has been an additional record of otter on the Brasside Pond SSSI associated with the NRR</p> <p>) There is a high likelihood that a range of breeding birds will be present along the whole length of the routes</p> <p>) Kingfisher and Barn Owl are also potential ecological receptors. Barn owl are recorded from Sniperly farm at the northern most end of the proposed WRR.</p>	<p><u>Additional measures WRR:</u></p> <p>Further detailed design of the river crossing will be required along with its assessment of impacts upon protected species</p>
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							<p>In relation to wildlife designations, the WRR lies adjacent to four local wildlife sites including Lower Browney Valley LWS, Bearpark Bog LWS, Baxter Wood LWS and Deerness Valley LWS. The proximity of the road to these sites could have negative peripheral effects.</p> <p>Regardless of the NRR alignment which could be implemented, the road will transect Frankland and Kepier Wood Local Wildlife Site (ancient woodland) and could impact to a greater or lesser extent on Low Newton Junction Local Wildlife Site (LWS) and Local Nature Reserve (LNR) and Brasside Pond Site of Special Scientific Interest (SSSI).</p> <p><b>Belmont viaduct alignment</b> Utilising the existing Belmont viaduct will minimise the removal of ancient woodland and mature trees and disruption to riparian habitat suitable for Otters. However, this alignment will transect part of Brasside Pond SSSI thereby having more direct impacts and potential harm on the site and its features than a new River Wear crossing. In respect of Low Junction LNR, this alignment would cross an eastern spur of the sites which lies along a dismantled railway line. This section of the LNR contains scrub habitat which is not a UK Priority habitat. However, protected species, specifically bats and great crested</p>	
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					<p>newts are present. With appropriate road design and a mitigation and compensation package impacts are however not likely to be significant to the LNR.</p> <p><b>New River Wear crossing alignment</b>  This alignment is likely to increase the loss of ancient woodland and mature trees regardless of which bridge design is selected. The mitigation strategy does however recognise that a high spanning bridge crossing over the River Wear would have less impacts to ancient woodland and the associated Frankland and Kepier Wood LWS than a low spanning bridge. A high spanning bridge design is also more likely to avoid otter holts and resting places which are protected by legislation and allow the free passage of otter under the bridge.</p> <p>Compared to utilising the existing viaduct, a new River Wear crossing would ensure that the route of the road, whilst in proximity to Brasside Ponds SSSI would not have direct impacts on the site. The potential for negative peripheral effects are predicted.</p> <p>In respect of Low Junction, effects are similar to those predicted against the Belmont viaduct alignment, although the River Wear crossing alignment may also impact on the Local Wildlife site part of the designation in addition to the Local Nature Reserve designation.</p>	
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						<p><b>The impacts to wildlife within the corridors of both the NRR and WRR can be summarised as:</b></p> <ul style="list-style-type: none"> <li>) Decreasing the amount and quality of habitats; especially ancient woodland and UK Priority Habitats and the species assemblages dependant on them,</li> <li>) Habitat and population fragmentation</li> <li>) Impacts on designated sites and protected species</li> </ul> <p>The main difference in impacts between the routes is that unlike the NRR, impacts on ancient woodland can be more easily avoided by slightly amending the route of the WRR road. The WRR also presents no risk of adverse effects to SSSI's and there is greater potential for net gains in biodiversity to be achieved in the longer term associated with the WRR.</p> <p>Overall, the proposed mitigation within the 2011 Ecological Assessment is still considered to be valid and follows the mitigation hierarchy by promoting avoidance of impacts through careful design of the route and infrastructure, minimisation of impacts via sensitive lighting and green bridges, the restoration of grassland and woodland habitats and finally offset measures (habitat creation) to compensate for any residual, adverse impacts after</p>	
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							<p>implementation of the previous three steps.</p> <p>Whilst the mitigation strategy includes compensation measures for the NRR, significant adverse effects are predicted as it is not possible to compensate for the loss of ancient woodland. In such cases the NPPF requires the public benefit of proposals to clearly outweigh the loss and a suitable mitigation strategy should be provided.</p> <p>In relation to the NRR, the NPPF also requires the benefits of proposals adversely affecting SSSI's to clearly outweigh both its likely impacts on the features of the site that make it of special scientific interest (Brasside Pond SSSI is an important breeding site for wildfowl, dragonfly and damselfly and hosts important aquatic plant and acidic grassland species) and any broader impacts on the national network of SSSI.</p> <p>Whilst there is potential for longer term net gains in biodiversity associated with the WRR, these are unlikely to offset residual significant adverse effects as a result of the loss of irreplaceable habitat i.e. ancient woodland linked with the NRR.</p>	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓/x	x x	x x	Probable	Short term effects relate to Durham City. Mid and longer	Direct and residual.  Permanent	In the short term it is considered unlikely that construction of either relief roads will commence, therefore effects relate to the implementation of the short term measures identified within the Durham City Sustainable Transport	<b>ENV5:</b> The design of the sustainable travel and demand management measures outlined within the Durham City Sustainable Transport Delivery Plan should be sympathetic and

					<p>term effects relate to the corridor of the NRR, WRR, viewpoints of and within it and associated landscape character areas.</p>		<p>Delivery Plan. The implementation of these will have some minor positive effects on background traffic growth reduction and associated perception of landscape and townscape character and quality. The measures in themselves, e.g. improved quality of bus interchange, better waiting facilities, improved signage, increased seating, footpath widening and creation of cycle lanes etc could have both positive and negative effects on townscape quality. Further assessment of the proposals will be required once more detail relating to their specific location and design is available. In all cases, street furniture should be the minimum necessary to avoid clutter and should be of a sympathetic design which is appropriate to each of Durham City's Conservation Area Character Areas.<sup>27</sup></p> <p>Mid and longer term effects relate to the potential implementation of a NRR and associated reallocation of highways space within the City Centre and the implementation of a WRR. Whilst the removal of a third of vehicle trips through the city which have no origin or destination in the City and reduced congestion on the A167 will create a more pleasant City Centre environment and associated perception of townscape quality, both the NRR and WRR will have significant landscape</p>	<p>of high quality. The creation of unnecessary street clutter should be avoided.</p> <p>In respect of the NRR, a number of indicative mitigation measures are identified in the landscape appraisal and can be summarised as:</p> <ul style="list-style-type: none"> <li>) Tree and woodland planting to screen traffic movements and contain views of the new road</li> <li>) Retention of hedges to the north of the cutting to avoid loss to field rationalisation.</li> </ul> <p>In the event that a new River Wear crossing alignment is implemented, a low impact construction method for the bridge crossing should be adopted to avoid/reduce impacts on the landform and vegetation of the gorge.</p> <p>In order to minimise impacts to landscape character an alignment which utilises underpasses the ECML should be implemented. An alignment which utilises the existing Belmont viaduct should only be implemented if potential heritage and ecological issues associated with this route can be overcome.</p>
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<sup>27</sup> Durham City's Conservation Area is subdivided into five different character areas, namely: The Peninsula, Framwellgate, Crossgate, Elvet and Gilesgate



						<p>and visual impacts.</p> <p>Landscape and visual impact appraisals of both road corridors were undertaken in 2014 and updated in 2018 to capture relevant changes to the landscape and visual baseline.<sup>28</sup> Whilst the appraisals are not a full Landscape and Visual Impact Assessment (LVIA) which would be carried out as part of an Environmental Impact Assessment (EIA) should detailed proposals be brought forward they are informed by guidelines for LVIA.</p> <p>The appraisals identify that the roads do not impact upon any national landscape designations and that the national and county character areas that the corridors are situated within i.e.:</p> <ul style="list-style-type: none"> <li>) NRR: Tyne and Wear Lowlands National Character Area and the Wear Lowland Character Area</li> <li>) WRR: Tyne and Wear Lowlands and Durham Coalfield Upland Fringe National Character Areas and the Wear Lowlands and the West Durham Coalfield County Character Areas</li> </ul> <p>are assessed as being of medium sensitivity to the effects of new highways. They are settled landscapes</p>	<p>Those for the WRR can be summarised as:</p> <ul style="list-style-type: none"> <li>) Tree planting</li> <li>) Retention and protection of mature trees</li> <li>) Hedgerow restoration work</li> <li>) Adopting a low impact construction method for the bridge crossing</li> <li>) Design of southern SuDS pond to avoid loss of mature trees</li> <li>) Remodelling of pond north of Club Lane</li> <li>) Ground modelling around Moorsley Banks</li> </ul> <p>Other measures are likely to be identified as part of any detailed planning proposals along with further LVIA assessment. Design options for the River Browney and potentially River Wear crossing will need to be outlined and should be subject to further assessment, including of impacts on the openness of the Green Belt. The type and design of different junctions required for the WRR should also be selected where possible to minimise landscape and visual impacts.</p>
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<sup>28</sup> G. Lawson (2018) Landscape and Visual Impact Appraisal: Proposed Northern Relief Road Durham County Council & G. Lawson (2018) Landscape and Visual Impact Appraisal: Proposed Western Relief Road Durham County Council

					<p>where modern infrastructure is relatively commonplace. Nonetheless, the appraisal concludes that the proposed roads would have a number of significant landscape and visual effects.</p> <p>Those assessed as being of either moderate-major or major significance are summarised as follows:</p> <p><u>NRR – impacts common to both alignments</u></p> <ul style="list-style-type: none"> <li>) Loss of hedgerow sections, mature trees and scrub</li> <li>) Significant visual effects to residents close to the route in Brasside and users of Frankland Way and Kepier Woods and footpaths to the south of Kepier woods.</li> </ul> <p><u>NRR – new River Wear crossing</u></p> <ul style="list-style-type: none"> <li>) Impacts to the slopes of the River Wear Gorge, the magnitude of which depends upon the design of the crossing</li> <li>) Loss of ancient woodland as a result of crossing the River Wear. The construction of a higher cable stayed structure would have the least impact but would still require the removal of trees for the bridge abutments and some localised felling beneath the bridge and further clearance during</li> </ul>	
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construction. Other lower bridge designs such as thrust arch or multi-span structures would require additional clearance.

NRR – Belmont Viaduct crossing

Compared to a new River Wear crossing, the utilisation of the existing Belmont viaduct would be likely to have less significant landscape and visual effects taken as a whole. Effects on the natural topography of the river gorge and the vegetation of the ancient woodland would be likely to be lower depending on the nature of works needed to the viaduct. Effects on the fabric of Frankland Lane would be likely to be lower due to the alignment of the route. Effects would be higher in respect of the former railway line with changes to its landform and loss of vegetation. Visual effects on users of pedestrian routes through Kepier Woods and Frankland Lane would be likely to be lower, but would be higher on users of the proposed Frankland community woodland. Visual effects on residential properties within built up areas would be similar, though with potentially higher effects on some isolated properties. This option would be likely to have a lower impact on the openness of the greenbelt as it would not require an additional built structure.

WRR

) The former deer park of Bearpark is a park and garden of local interest. Whilst Bearpark lacks

						<p>coherence as a landscape in itself, a WRR would remove short sections of hedgerow lying on the historic boundary of the park and would be visually intrusive in some views within it</p> <ul style="list-style-type: none"> <li>) The impact of cuttings, embankments and vertical abutments on existing landforms to enable the road to cross sloping valleys, ridges and the River Browney</li> <li>) Removal or coppicing of some trees within the mature wood on the south bank of the River Browney and the slopes of Tollhouse road. The construction of a bridge would entail the loss of trees and differing junction designs would entail removal of sections of relatively mature roadside vegetation north of Tollhouse road.</li> <li>) Hedgerow removal including in some cases older hedges. The removal of one hedgerow would also entail the loss of a veteran oak.</li> <li>) Potentially significant visual impacts on residents in Bearpark, Aldin Grange and the western edge of the Durham City, along with users of the Lanchester Valley Railway path, Pilgrim's Way/Club Lane and the footpath network between the road corridor and the western edge of the City, the ridge between Broompark and</li> </ul>	
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						<p>Bearpark and parts of the Bearpark Colliery Wood</p> <p>Whilst not a landscape designation, the corridors are also within the Durham City Green Belt. Whilst the NPPF cites that transport infrastructure is not an inappropriate form of development in the Green Belt, this is only provided that it preserves openness and doesn't conflict with its purpose. In respect of openness, the appraisals identify that only the new bridge crossings could affect openness to some degree. For the NRR, as a unique feature, the extent to which a bridge could be grouped with other forms of built development in the mind of the viewer is difficult to establish. This will partly be a matter of the quality and distinctiveness of design. A low level bridge is likely to have the lowest impact on the perception of openness. For the WRR, whilst the bridge would be a notable feature in some views of the immediate locality it would be generally well screened in wider views.</p> <p>The appraisal concludes that many of the significant landscape and visual impacts of the roads are capable of being reduced through mitigation in the longer term (&gt;10years) to a level where the effect would no longer be significant.</p> <p>However, there would be a number of residual effects that would be likely to</p>	
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						<p>remain significant even after mitigation. These include:</p> <p><u>NRR:</u></p> <ul style="list-style-type: none"> <li>) Effects on the local character of the landscape in the <i>Finchale &amp; Kepier Gorge</i> and <i>Brasside</i> character areas.</li> <li>) Effects on the visual amenity of recreational users of the countryside and particularly users of Frankland Lane, footpaths in Kepier woods and footpaths south of Kepier woods to Carrville.</li> </ul> <p>Additional significant effects could arise if a new River Wear crossing and taller cable stay bridge option is implemented including:</p> <ul style="list-style-type: none"> <li>) Additional effects on the character of the local landscape in the Finchale &amp; Kepier Gorge and Brasside character areas and effects in the Cocken, Kepier &amp; Frankland and Low Grange character areas.</li> <li>) Effects on the visual amenity of some residents in Newton Hall.</li> <li>) Effects on the visual amenity of recreational users of the countryside and particularly users of Frankland Lane, footpaths in Kepier Woods, footpaths south of Kepier woods to Carrville and</li> </ul>	
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							<p>parkland / nature reserve land at Aykley Heads.</p> <p>) Effects on views from the A690 close to the proposed bridge and on views from the East Coast Main Line north of the city.</p> <p>In relation to the NRR and ECML crossing options, please note that compared to an to an underpass, effects on the character of the local landscape would be likely to be higher as would visual effects in views from the railway line and from properties at Red House Farm. Visual effects in views from properties and public vantage points on the edge of Oatlands Way and along Finchale Road would be likely to be lower and there would be lower construction phase impacts on nearby residential areas</p> <p><u>WRR:</u></p> <p>) Effects on the character of the local landscape between Durham City and Bearpark in the <i>Baxterwood &amp; Aldin Grange</i> and <i>Bearpark Hall, Stotgate &amp; Whitesmocks</i> character areas.</p> <p>) Effects on the visual amenity of local residents in parts of Bearpark, Aldin Grange and the western edge of Durham City.</p>	
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							<p>) Effects on the visual amenity of recreational users of the countryside and particularly users of the Lanchester Valley Railway path, the Pilgrim's Way (Club Lane), footpaths between Durham City and the road corridor and across the Broom ridge.</p> <p>) Effects on views from the C17 Tollhouse Road – Auton Stile.</p>	
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	✓/x	x	xx	x	xx		<p>In the short term it is considered unlikely that construction of either relief roads will commence, therefore effects relate to the implementation of the short term measures identified within the Durham City Sustainable Transport Delivery Plan. The implementation of these will have some minor positive effects on background traffic growth reduction and its associated impact on the historic environment, character and appearance. The measures in themselves, e.g. improved quality of bus interchange, better waiting facilities, improved signage, increased seating, footpath widening and creation of cycle lanes etc could have both positive and negative effects on public realm and the special character and significance of the Durham City Conservation Area. Further assessment of the proposals will be required once more detail relating to their specific location and design is available. In all cases, street furniture</p>	<p><b>ENV6:</b></p> <p><u>Durham City Sustainable Travel Delivery Plan</u> The design of the sustainable travel and demand management measures outlined within the Durham City Sustainable Transport Delivery Plan should be sympathetic and of high quality. The creation of unnecessary street clutter should be avoided.</p> <p><u>NRR</u> If possible, the route of the NRR should avoid the demolition and loss of significance in whole or in part of non-designated heritage assets falling within the route corridor. Other mitigation measures within the HIA could also be implemented including sensitive landscaping treatment to minimise visual effects and in the event that a new River Wear</p>



							<p>should be the minimum necessary to avoid clutter and should be of a sympathetic design which is appropriate to each of Durham City's Conservation Area Character Areas.</p> <p>Mid and longer term effects relate to the implementation of a WRR, potential implementation of a NRR and associated reallocation of highways space within the City Centre. A more detailed overview of impacts to different heritage features associated with each road is provided in the assessment of the highways intervention options. This was informed by a number of studies and reports and the key impacts can be summarised as follows:<sup>29</sup></p> <p><u>NRR</u></p> <ul style="list-style-type: none"> <li>) Adverse impacts to the setting of Durham Cathedral and Castle World Heritage Site which could be significantly adverse if a tall bridge structure design is selected for a new River Wear crossing alignment.</li> <li>) Whilst the potential removal of a third of vehicle trips through the City which have no origin or destination in the City is likely to</li> </ul>	<p>crossing alignment is selected, the bridge should be a lower and sensitively designed structure. However, the decision on a bridge structure needs to be balanced with the corresponding impact to ancient woodland as described against the biodiversity objective.</p> <p>In the event that a Belmont Viaduct alignment is implemented, further heritage assessment will be required once more detailed re-engineering proposals for the viaduct emerge.</p> <p>The PROW which may be associated with the Finchale Priory –Cathedral pilgrimage route will need to remain unrestricted and accessible</p> <p><u>WRR</u> Implement mitigation measures within the HIA including sensitive landscaping treatment to minimise visual effects to heritage assets. The landscaping treatment would need to be</p>
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<sup>29</sup> Studies and reports include: Durham County Council (2018) Northern Relief Road – Heritage Impact Assessment (HIA); Archaeological Services Durham University (July 2011) Northern Relief Road, Durham City, County Durham – Archaeological Desk-Based Assessment Durham County Council; Durham County Council (2018) Western Relief Road – Heritage Impact Assessment (HIA); Dr G Foard (FSA) University of Huddersfield The impact of the Western Relief Road on Neville's Cross Battlefield Durham University; Archaeological Services Durham University (July 2011) Western Relief Road, Durham City, County Durham – Archaeological Desk-Based Assessment Durham County Council; Archaeological Services Durham University (March 2014) Western Relief Road, Durham City, County Durham – Geophysical Survey Durham County Council

							<p>have a positive effect on the character and appearance of the Durham City Conservation Area, the Heritage Impact Assessment (HIA) predicts adverse impacts to the setting of the Conservation Area as a result of the NRR which could be significantly adverse if a tall bridge structure is selected for a new River Wear crossing.</p> <p>) Comparatively, an alignment with utilises the existing Belmont viaduct could reduce the impact upon the setting of the Conservation Area and WHS as it would utilise an existing structure and would be more distant in views. As the Belmont viaduct is a Grade II listed structure and is in a state of disrepair, its use as part of the NRR, whilst requiring some physical alteration to the structure, namely to create a road deck, would ensure its long term viability and maintenance. However, further consultation with Historic England and assessment would be required to ensure that the alterations can be undertaken without affecting the significance of the asset.</p> <p>) Potential demolition and loss of significance of non-designated heritage assets associated with Low Newton</p> <p>Please note that impacts upon pilgrim routes which form part of Durham</p>	<p>compatible with maintaining views to and from the registered Neville's Cross Battlefield to which adequate access will also need to be maintained. In respect of understanding further the effects on the Battlefield, the precise route of the WRR will be required, followed by wide ranging archaeological surveys and investigation which build upon existing evidence collated. In particular, further trial trenching should be undertaken.</p> <p><u>Both Roads</u> Further heritage assessment will be required once more detailed proposals emerge.</p> <p>In relation to the protection and recoding of potential undiscovered archaeological resources a programme of archaeological evaluative works will be required. Opportunities for public engagement in any schemes of archaeological works should also be sought along with the dissemination of results of any further works.</p>
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									<p>Cathedral and Castle's Outstanding Universal Values (OUV) are considered to be de-minimus. The pilgrimage routes to the Cathedral are one of 13 key attributes which contribute to the visual drama of the Cathedral and Castle on the peninsula and the associations with notions of romantic beauty. In relation to the potential impact upon the pilgrimage route between Finchale Priory and the WHS; the precise nature of the route is unknown but based upon current understanding it appears to follow a series of public rights of ways, informed by historic tracks/paths, and field enclosures, and the course of the River Wear, travelling southwards through Brasside, then along Frank land Lane to Framwellgate Bridge.</p> <p>The proposal would impact upon the route in the north but this has already been heavily affected by urban development. The WHS is practically invisible along much of the northern stretch of the route, the limited visual associations arising from the intervening topography, trees, areas of woodland and existing built development. Therefore the unfolding experience of the WHS would be unchanged.</p>	
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									<p>The best experience along the pilgrim route is at closer range when entering the city centre which would be unaffected by the NRR.</p> <p><u>WRR</u></p> <ul style="list-style-type: none"> <li>) Possible moderately adverse impacts to the registered battlefield of Neville's Cross on both its significance and setting</li> <li>) Residual adverse impacts to the important historic landscape of Beaurepaire</li> <li>) Potential for significant adverse impacts to the setting of Aldin Grange Bridge which could be minimised through mitigation</li> <li>) Adverse impacts to the setting of non-designated assets in close proximity to the road</li> </ul> <p>Related to both roads is the potential loss and damage to important undiscovered archaeological remains relating to:</p> <ul style="list-style-type: none"> <li>) Resources relating to the prehistoric and Roman periods</li> <li>) Evidence for ridge and furrow cultivation and field boundaries of medieval and post medieval periods may survive</li> <li>) Remains related to medieval routes along Frankland Lane and along the riverbanks from the City to Finchale</li> <li>) Remains associated with an</li> </ul>	
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								earlier wagonway Remains from Neville's Cross battlefield Remains associated with medieval and post-medieval mills	
<b>13. To protect and improve air, water and soil resources</b>	<b>Air</b>	<b>0</b>	✓	✓	Probable air and soil effects. Possible water effects	Countywide	Direct  Potential for permanent effects.	<p><b>Air:</b> The combined effects of measures within the DCSTDP and both relief roads in operation will deliver the greater benefits in respect of reducing traffic flows and queuing at key junctions within the AQMA. Air quality modelling shows that existing conditions are expected to improve significantly in Durham City by 2037. The effects of introducing both relief roads provide additional benefits compared to the business as usual scenario:<sup>30</sup> No areas outside of the AQMA were found to be at possible or likely risk of exceedance of air quality objectives following the introduction of the roads either.</p> <p><b>Water:</b> The groundworks and engineering works associated with the construction of the roads and their associated bridges/viaduct have the potential to adversely impact upon</p>	<b>ENV7:</b> Whilst further assessment of soil quality would be required, the loss of productive agricultural land is a residual effect. Soils should be managed and conserved properly throughout construction. A low impact construction method should also be implemented to avoid and minimise effects to water quality. Appropriate SuDS should be a key aspect of the route design in order to offset surface water runoff and any associated effects to water quality. In addition, opportunities should be sought to address existing minewater and soil contamination issues as part of the development of the WRR.

<sup>30</sup> AECOM (2018) Durham County Council Local Plan Air Quality Modelling Durham County Council

	Water	0	x	x				<p>water resources within the route corridors such as the River Browney, River Wear and ponds. Indirect impacts to the water resources of the River Wear may also occur as a result of the WRR given that the Browney is a tributary of the Wear. A low impact construction method and associated mitigation measures will be required to ensure that unacceptable adverse impacts do not occur. The roads will also increase levels of hardstanding and run off to surrounding water courses which could affect overall quality. Mitigation such as basins and ponds, and filter strips and swales which attenuate water and filter contaminants associated with run off are likely to be required. Please note that a minewater outflow exists to the south of the Lanchester Valley Walk railway path which the WRR could usefully contribute towards remediating.</p> <p><b>Soil:</b> The introduction of both roads around Durham City will incur a greater loss of Grade 3 agricultural land which may constitute best and most versatile</p>
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	Soil	0	x	x				<p>agricultural land than the introduction of a singular road. Further soil assessment would be required to determine existing soil quality and the significance of its loss. However, this would be a residual effect. Soils should be conserved and managed properly during the construction of the roads. For example, excavated soils could be used to help create the embankments required. Contaminated soils may be encountered near to the former Broom Opencast site and the former Lanchester Valley Brach Railway. The WRR may therefore provide some opportunity for remediation.</p> <p>Please note that NRR options relating to a new River Wear crossing and an ECML underpass will have greater impacts on water and soil resources.</p>	
14. To reduce waste and encourage the sustainable and efficient use of materials		x	x	x	Certain	Durham City	Direct  Potential for Permanent effects	The implementation of the sustainable travel measures and construction and ongoing maintenance of a NRR and WRR will utilise resources and generate waste. Adverse effects can be minimised through the use of secondary materials and by ensuring that construction waste generated is reused and recycled.	<b>ENV8:</b> The use of secondary and recycled aggregates will help to minimise primary resource use. Construction waste management plans should also be implemented.
15. To improve the sustainability		x	x	x	Certain	Mineral sites across	Direct	The implementation of the sustainable travel measures and construction and	<b>As for ENV8</b>

of minerals extraction and use and reduce adverse impacts on communities and the environment					County Durham and the wider region	Potential for Permanent effects	ongoing maintenance of a NRR and WRR will utilise non-renewable primary aggregates and other mineral resources. Adverse effects can be minimised through the use of secondary materials where possible and by ensuring that waste aggregates are re-used and recycled.	
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### Policy 24: Allocating and Safeguarding Transport Routes and Facilities

SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	0	0	0	-	-	-	Whilst the allocating and safeguarding of land for transport routes and facilities will effectively sterilise the land to housing development, overall effects are considered to be de-minimus as it is considered unlikely that the associated land could be suitable and/or available for housing purposes. Sherburn Retail Link road runs through an industrial estate, Horden Rail station straddles the Durham Coast Line, the Leamside Line is an existing disused rail line and the land surrounding Bowburn industrial estate access road is part of the Integra 61 employment development.	-
2. To promote strong secure communities	✓	✓	✓	Effects are probable in the event that all allocated and safeguarded routes and facilities are	Countywide and NE Region	Direct Permanent	Transport infrastructure is needed to promote social inclusion, allow access to key services and is a fundamental factor in delivering sustainable communities. The allocation of Horden Rail Station will contribute to alleviating access constraints in East Durham to wider community services and facilities within County Durham and the Tyne and Wear and Tees Valley conurbations. In the event that funding becomes available, the Leamside Line will also contribute to improving cross boundary links. Both rail proposals will also contribute to reducing vehicular traffic and the	-



				delivered. Please note that effects in the short term relate only to Horden Rail Station			associated adverse impacts traffic can have on communities and road safety. In the event that funding becomes available for the safeguarded Bowburn industrial estate access road, this road would allow removal from the existing A177 of some through traffic and also traffic bound for the industrial estate (particularly Heavy Goods Vehicles) and the Integra 61 industrial and logistics development. This will contribute towards enhancing a sense of and actual safety to residents of Bowburn.	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓✓	Short and mid-term effects are probable in the event that all allocated and safeguarded routes and facilities are delivered. Please note that effects in the short term relate only to Horden Rail Station. Long term effects are possible.	Countywide and NE Region	Direct Permanent	<p>The allocating and safeguarding of transport routes and facilities are likely to improve access to education, training and life-long learning opportunities in the event that they are delivered.</p> <p>The Horden Rail station in particular will contribute to addressing existing access constraints in East Durham by improving access to employment, education and training within County Durham and the Tyne and Wear and Tees Valley conurbations. In the event that funding is secured to reopen the safeguarded Leamside Line, this will also improve cross boundary access to employment and associated training/qualifications, including the provision of new commuting possibilities to the International Advanced Manufacturing Park development.</p> <p>At a more local level, the removal of some through traffic from Bowburn in the event that funding is secured for the relief road may also aid access to the local schools.</p>	-
<b>4. To reduce health inequalities and</b>	✓	✓	✓	Effects are probable in	Countywide and NE	Direct	The allocating and safeguarding of transport routes and facilities are likely to improve access to health care, leisure and wider	-

<p><b>promote healthy lifestyles</b></p>				<p>the event that all allocated and safeguarded routes and facilities are delivered. Please note that effects in the short term relate only to Horden Rail Station</p>	<p>Region</p>	<p>Permanent</p>	<p>recreational opportunities. The allocation of the Horden Rail Station in particular will improve access to healthcare in an area with health inequalities and low levels of car ownership.</p>	
<p><b>5. To reduce the need to travel and promote use of sustainable transport options</b></p>	<p>✓</p>	<p>✓✓</p>	<p>✓✓</p>	<p>Probable</p>	<p>Countywide and North East region</p>	<p>Direct Potential for permanent effects.</p>	<p>In the event that the allocated and safeguarded transport routes and facilities are delivered, positive overall effects are predicted against reducing the need to travel. The economic case for Horden Rail Station details how it will facilitate 71,000 trips from the station per year by 2024, representing 100% demand build up and reducing vehicle kilometres by 850,000 km per annum in the north east region.<sup>31</sup> The station will also fill an appreciable gap in service provision given the lack of intermediate stations between Hartlepool and Seaham. At present there is a 21km gap between stations which restricts access for a substantial number of residents to the rail network.</p> <p>The Leamside line, if reopened is also likely to reduce vehicular trips and may relieve existing capacity issues for freight and passengers on the East Coast Main Line, resulting in an overall improvement to services.<sup>32</sup></p>	<p>-</p>

<sup>31</sup> DCC (2016) Horde Peterlee Station – Full Business Case

<sup>32</sup> NECA/NEXUS (2016) Metro and Local Rail Strategy

							The Bowburn industrial estate access road will also offer a more direct route for employees and road freight to the employment associated with Bowburn Industrial estate and Integra61.	
<b>6. To alleviate deprivation and poverty</b>	✓	✓✓	✓✓	Probable	Countywide and East Durham in particular	Direct  Potential for permanent effects.	In the event that the allocated/safeguarded Horden Rail halt and Leamside Line are delivered they will provide an effective means of transport to those without access to a car and will help to address any existing inequalities in relation to access to employment, education and other services/facilities.  For example, East Durham and Horden in particular have high levels of youth unemployment and low levels of car ownership. <sup>33</sup> Coupled with this issue, poor public transport services exist to access the employment centres of Newcastle, Sunderland and Middlesbrough, particularly using existing bus services to access rail services via the Durham Coast Line at Seaham and Hartlepool. The Horden Rail Station will help to address these issues.	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓✓	✓✓	Probable	Countywide and NE region	Direct  Potential for Permanent effects	In the event that the safeguarded and allocated transport routes and facilities are delivered, positive and very positive effects are predicted. The Horden Rail Station will increase access to employment centres and associated jobs. As a result of increased access to the employment centres and to Horden itself, spend within these areas is also likely to increase. The use of the station as opposed to private car travel will also decrease congestion and journey times on the A19 which will benefit employees and businesses. The re-opening of the Leamside Line will also provide new commuting opportunities and potentially improve access to employment, including the jobs that will be associated with the International Advanced Manufacturing Park (IAMP). Increased capacity for freight to be transported by rail may be created as a result of the re-opening which could benefit business in County Durham and the wider north east region. In addition, the line would reduce pressure on the A1(M) and Gateshead Western Bypass. The Sherburn Retail Link road will provide an	-

<sup>33</sup> ONS,NOMIS 2018

							alternative route between Sunderland Road and Sherburn road and by doing so will decrease congestion on Dragon Lane, increasing journey times and reliability and potentially use of the industrial estate and retail park. The Bowburn industrial estate access road will provide a more direct and convenient access point to Bowburn Industrial Estate and the Integra61 industrial and logistic development and associated jobs.	
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Probable	Countywide and NE region	Direct Permanent	Whilst the construction, maintenance and operation of both Sherburn Retail Link road and Bowburn industrial estate access road are likely to increase emissions it is considered that positive effects can be predicted overall as a result of reduced congestion associated with these roads and reduced traffic flows and road congestion within County Durham and the wider NE region as a result of the Horden Rail Station and reopening of Leamside Line.	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✗	✗	✗	Possible	Horden, Bowburn and along Leamside Line	Direct Potential for Permanent effects	Horden station and its associated car parking and the Bowburn industrial estate access road are likely to increase levels of hardstanding and should be accompanied by suitable urban drainage systems to avoid increasing the risk of flooding within the County. Furthermore, in the event that funding is secured for the re-opening of the Leamside Line suitable drainage systems will need to be designed and incorporated into any new stations that will be provided along the line.	<b>ENV1:</b> Appropriate SuDS will need to be incorporated to minimise surface water run off associated with additional hardstanding.
<b>10. To protect and enhance biodiversity and geodiversity</b>	✗	✗	✗	Probable	Countywide	Direct Potential for permanent effects.	In the event that the allocated and safeguarded transport routes are delivered the potential for adverse effects are predicted in relation to the reopening of the Leamside Line and Bowburn industrial estate access road.  Whilst the Horden Rail station is in close proximity to Durham Coast SAC and the Teesmouth and Cleveland Coast potential SPA (pSPA) the Habitats Regulations Assessment, appropriate assessment has determined that the proposed Station either on its own or in combination with other plans/projects will not incur likely significant effects against the potential impact pathways identified, provided that the recommended avoidance measures are implemented. <sup>34</sup> These measures are reflected within the	<b>ENV2:</b> Further ecological assessment of all proposals will be required to inform the presence/absence of protected and priority species and inform appropriate mitigation and enhancement

<sup>34</sup> DCC (2018) HRA: Proposal for a new railway station at Horden

						<p>supporting text to the policy. Therefore, only impacts relating to the Leamside Line and Bowburn industrial estate need to be considered further in this SA.</p> <p>Since the Leamside Line was mothballed in 1992 there is potential that Line now hosts both protected and priority habitats and species.</p> <p>The Bowburn industrial estate access road predominantly transects agricultural land which may be of low ecological value. However, the route also transects an area of non-ancient woodland and may involve the removal of hedgerows and mature trees. If possible, the draft route should be re-aligned to avoid woodland.</p> <p>No adverse effects are predicted in relation to the Sherburn Retail Link road as this road will be created within an existing industrial estate.</p>	<p>measures. All proposals should incorporate and create native habitats and contribute to the overall provision of net gains in biodiversity</p>
<p><b>11. To protect and enhance the quality and character of landscape and townscape</b></p>	x	x	x	Probable	Countywide	<p>Direct</p> <p>Potential for permanent effects.</p> <p>Whilst landscape/townscape effects associated with the Sherburn Retail Link road are considered to be neutral given its location within an existing industrial estate there are potential for some adverse effects to landscape character and quality in the event that the other allocated and safeguarded routes and facilities are delivered.</p> <p>The Horden Rail station, and its associated car parking is not situated within the defined Durham Heritage Coast but is situated within the wider coastal zone. Efforts to maintain wider views and ensure a sympathetic design will be critical to the overall design and success of the scheme.</p> <p>There are potential for adverse effects to landscape character and quality as a result of the re-instatement of infrastructure associated with the Leamside line which would require careful consideration in the event that funding is secured.</p> <p>The Bowburn industrial estate access road, whilst running parallel to the Leamside Line in part and likely to be subsumed by the Integra 61 development, may have adverse landscape and visual</p>	<p><b>ENV3:</b> In the event that planning proposals are forthcoming for the safeguarded and allocated routes and facilities, these will need to be supported by detailed landscape and visual impact assessments to identify appropriate avoidance and mitigating measures. Masterplanning,</p>

							effects as it is situated within a Landscape conservation area. Careful masterplanning of the road alongside the Integra61 development will be required. If possible the woodland area should be avoided.	sympathetic design and the removal of woodland, hedgerows and mature trees should be avoided wherever possible.
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	x	x	x	Probable	Countywide	Direct  Potential for permanent effects.	With the exception of the Horden Rail station and Sherburn Retail Link road where there are not considered to be any conceivable effects to heritage assets due to their absence within the immediate vicinity, all other transport routes and facilities would require further in depth assessment of their potential effects to heritage assets. Whilst the Bowburn industrial estate access road is likely to be subsumed as part of the Integra61 development in the main, there is potential for it to adversely affect the setting of the Bowburn Conservation area and the impact upon archaeological resources is unknown. Similarly, the specifics of the infrastructure requirements to support the re-instatement of the Leamside Line are not known and what impact they may have on designated and non-designated heritage assets.	<b>ENV4:</b> In the event that planning proposals are forthcoming for the safeguarded and allocated routes and facilities, these will need to be supported by detailed archaeological and heritage impact assessments to identify further any impacts upon significance and appropriate avoidance and mitigating measures.
<b>13. To protect and improve air, water and soil resources</b>	✓/x	✓/x	✓/x	Possible (positive effects against air quality, negative and minor	Countywide and NE region	Direct  Potential for permanent effects	<b>Air</b> – The reduction in congestion and use of vehicular traffic in the event that the allocated and safeguarded schemes are delivered will have positive overall effects on air quality emissions.  <b>Water</b> – The facilities and routes are likely to increase levels of hardstanding and surface water run-off which can pollute	<b>ENV5:</b> In the event that planning proposals are forthcoming for the safeguarded and allocated

				negative effects against water and soil quality)			<p>watercourses. Adequate surface water drainage systems will need to be included within the overall design of the schemes. In addition, Bowburn industrial estate access road transects Bowburn Beck and a suitable crossing will need to be designed to ensure that water quality is not adversely impacts.</p> <p><b>Soil</b> – The Bowburn industrial estate access road transects grade 3 agricultural land which may be best and most versatile agricultural land. However, overall effects to soil are considered to be de-minimus as the Bowburn industrial estate access road is likely to be subsumed in the main part by the Integra61 development proposals. Other schemes safeguarded and allocated are unlikely to result in the loss of agricultural land</p>	<p>routes and facilities, these will need to be supported by detailed water and soil assessments to identify potential effects further and any avoidance and mitigation measures necessary. SuDS should be a key part of the design process.</p>
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	x	x	x	Certain	Countywide	Direct  Potential for Permanent effects	<p>In the event that the allocated and safeguarded routes and facilities are delivered, they are likely to increase resource use and waste arisings in their construction and ongoing maintenance</p>	<b>ENV6:</b> The use of secondary and recycled aggregates will help to minimise primary resource use. Construction waste management plans should also be implemented.
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	x	x	x	Certain	Countywide	Direct  Potential for Permanent effects	As for SA objective 14	<b>ENV7:</b> As for ENV5.

## Policy 25: Provision of New Transport Infrastructure

SA/SEA Object. Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	0	0	0	-	-	-	No significant positive/negative impact.	-
2. To promote strong, secure communities	✓	✓	✓	Probable	County-wide	Permanent	<p>The policy is likely to have a positive impact in promoting strong, secure communities. Transport infrastructure is needed to promote social inclusion by allowing people to travel more easily and safely around the county to meet family and friends as well as improving access to key services and facilities (health, education, employment, shopping etc.). Giving residents improved physical access to these services and facilities should also encourage a sense of community and wider engagement in community activities.</p> <p>The policy makes reference to permitting schemes where they make safe and proper provision which prioritises the movement of pedestrians, cyclists and public transport. Furthermore, it ensures that new transport infrastructure will only be permitted where it minimises and mitigates any harmful impact on the amenity of local communities. This will help to reduce the adverse impacts of traffic on communities as vehicular traffic, particularly HGVs, can have adverse impacts on local amenity and safety.</p> <p>The policy is positive in providing safe and proper provision which prioritises the movement of pedestrians, cyclists and public transport, it is strengthened by ensuring that new transport infrastructure also meets the needs of mobility impaired, visually impaired or those suffering with dementia. This is inclusive and aware of the variety of people's needs in the community, helping to cater for them.</p>	<b>SOC1: Amend Criteria C: ...cyclists and public transport; of...'</b>



							The implementation of SOC1 ensures that making safe and proper provision for all uses is achieved in conjunction with supporting economic growth and enhancing connectivity and not an option to these criteria.	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Possible	County-wide	Permanent	<p>The policy is likely to have a positive effect on improving access to education and maintaining a healthy labour market.</p> <p>Improving highways and transport infrastructure through the criteria set out in the policy will improve physical access to education. Improved access and journey times to major centres of activity should have particular benefits to more rural and peripheral communities who will have better access to education, training and employment opportunities where traditionally they have had poor access. Therefore prioritising the movement of pedestrians, cyclists and public transport, as well as supporting economic growth, will help people access education and employment opportunities who do not have access have a car. This can be a particular issue for younger people getting to college, university and apprenticeships.</p>	
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Possible	County-wide	Permanent	<p>The policy is likely to have a positive impact on mental and physical health in a number of ways.</p> <p>Principally it seeks to improve the existing highway and enhance connectivity across the County/ region. Whilst the policy does not set out specific schemes it ensures that they must enhance connectivity within the county and region which is an important factor in enabling access to key services, including health/ leisure facilities and opportunities for social interaction. This will be particularly important for those either in more rural parts of the County and those who are less mobile (young and old people).</p> <p>The policy also ensures that new transport infrastructure makes safe and proper provision for the movement of walkers, cyclists, and public transport. By having safe and proper provision will help encourage healthier lifestyles and is likely to reduce sickness and disease such as heart disease, obesity and mental health disease. In turn, this should reduce sickness at work and save money on the National Health Service.</p> <p>The policy also seeks to ensure that new infrastructure minimises and</p>	-

							mitigates any harmful impact on the amenity of local communities. This is likely to have a positive impact on physical health and reduce the risk of respiratory conditions (e.g. asthma).	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Possible	County-wide	Permanent	<p>Overall, the policy is likely to have a positive impact on promoting sustainable transport. Although this policy may not directly reduce the need to travel, it is likely to improve access to jobs, services, facilities, etc. and promote more sustainable modes of travel. The policy states that new highway schemes and transport infrastructure will be permitted where they make safe and proper provision for the movement of pedestrians, cyclists and public transport. This ensures that the development of new road infrastructure will be delivered in conjunction with significant investment in more sustainable transport modes.</p> <p>By seeking new transport infrastructure schemes to support economic growth and accommodate future development sites it is likely that new development will be supported by an appropriate level of transport infrastructure. This is important to allow communities to access infrastructure and to mitigate against pressure on existing transport infrastructure.</p> <p>Climate Change is a hugely significant issue, therefore it is important to try and mitigate and reduce the adverse impacts. Transport technology is quickly changing in line with Government policy that the sale of conventional combustion vehicles will be banned by 2040<sup>35</sup> this means that Electric Vehicle charging infrastructure should be accounted for in the policy (ENV1). This can help reduce emissions and maximise sustainable transport options for future development.</p>	<b>ENV1: Add Criteria g. ‘<u>Accommodate, where appropriate, for the design of future transport needs, including adequate spaces or charging plug-in emission vehicles.</u>’</b>
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Possible	County-wide	Permanent	<p>This policy is likely to have a positive impact on deprivation in a number of ways.</p> <p>The criteria used in this policy to determine applications, would permit schemes which support economic growth and which will enhance connectivity either within the county or with other parts of the region. More broadly, this will improve physical access between people and businesses in County Durham and its surrounding areas by reducing</p>	-

<sup>35</sup> <https://www.gov.uk/government/news/plan-for-roadside-no2-concentrations-published>

							<p>journey times.</p> <p>Furthermore, the policy is likely to have a positive impact by Improving connectivity in areas which may be underserved by transport infrastructure and where individuals have difficulty accessing job markets is especially important. Furthermore, by ensuring that new transport infrastructure supports economic growth and accommodates future development sites, it will help to ensure that businesses invest in the county which could generate new employment and training opportunities.</p> <p>The policy also prioritises the safe movement of pedestrians, cyclists and public transport as a mode of travel which is likely to improve physical access to jobs for people who do not have access to a car. Whilst it does not directly increase the provision of public transport services it does prioritise schemes which makes provision for public transport infrastructure which could encourage investment in public transport services.</p> <p>New transport infrastructure may also support existing/ new regeneration schemes, which will help to make them a success and address issues associated with deprivation. Many new developments and regeneration schemes require a level of transport infrastructure to accommodate new housing or business development so ensuring these will be supported through the policy will help improve economic and social conditions in areas to be regenerated.</p>	
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Possible	County-wide	Permanent	<p>This policy seeks to enhance connectivity both within the county and with other parts of the region and beyond to deliver economic growth. The policy also accommodates future development sites, which include strategic and specific use employment sites, which are vital in helping to deliver economic benefits to the county.</p> <p>Supporting schemes which help to improve the county's transport network will help people physically access jobs through employees being able to commute my easily and for businesses to improve physical access to supply chains.</p>	-
<b>8. To reduce the causes of climate change</b>	✓/x	✓/x	✓/x	Possible	County-wide	Permanent	<p>The extent of the impact of this policy on the cause of climate change (e.g. carbon emissions) is likely to depend on the implementation of the schemes in terms of the scale and type of infrastructure developed. Whilst the policy sets out the criteria for how new infrastructure</p>	<b>ENV1: Add Criteria g. 'Accommodate, where</b>

							<p>schemes should be permitted, it is not responsible for the delivery of them.</p> <p>The policy does nonetheless state that new highway schemes will only be permitted where they make safe and proper provision for the movement of pedestrians, cyclists and public transport. This shows that new transport infrastructure will be delivered in conjunction with significant investment in more sustainable transport modes which could lead to an overall reduction in 'per-trip' emissions which are generated. To promote sustainable transport infrastructure it is important to try and mitigate and reduce the adverse impacts caused by climate change. Whilst the policy does permit development where it minimises and mitigates any harmful impacts upon the built, historic and natural environment, the idea that transport technology is changing to more environmental friendly means should be accounted for in the policy (ENV1). This can help reduce emissions and maximise sustainable transport options for future development.</p>	<p><b><u>appropriate, for the design of future transport needs, including adequate spaces or charging plug-in emission vehicles.'</u></b></p>
<p><b>9. To respond and enable adaptation to the inevitable impacts of climate change</b></p>	✓/x	✓/x	✓/x	Possible	County-wide	Permanent	<p>The impact of this policy in relation to climate change adaptation is likely to depend on implementation depending on the scale and type of infrastructure which comes forward. However, the policy does stipulate that new highway schemes and infrastructure will only be permitted if they minimise and mitigate the impact upon the amenity of local communities and makes specific reference to incorporating green infrastructure into the design of highways schemes and other transport infrastructure. Green infrastructure such as green walls and SUDs has potential to contribute towards minimising the risk of flooding. It also acknowledges the role that transport networks and their associated green infrastructure can play in relation to their surrounding environment that assist in the management of, and adaptation to climate change (e.g. carbon storage, drainage and water retention, species movement).</p> <p>With climate change becoming such a huge issue, it is important to adapt and move and consider new transport technologies. Whilst the policy does permit development where it minimises and mitigates any harmful impacts upon the built, historic and natural environment, the idea that transport technology is changing to more environmental friendly means should be accounted for in the policy (ENV1). This can help reduce emissions and maximise sustainable transport options for</p>	<p><b>ENV1: Add Criteria g. 'Accommodate, where appropriate, for the design of future transport needs, including adequate spaces or charging plug-in emission vehicles.'</b></p>

							future development.	
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓/x	✓/x	✓/x	Possible	County-wide	Permanent	<p>As this policy will only permit new transport infrastructure where it minimises and mitigates any harmful impact on the built, historic and natural environment (which includes all designated species and habitats with most importance placed on International designations), it is unlikely to result in adverse impacts on biodiversity &amp; geodiversity. This is a positive inclusion within the policy and, when implemented alongside other local plan policies, there is the potential for development to involve 'net gain'.</p> <p>However there is the potential for some adverse impacts as a result of the development associated with this policy. Transport schemes can have an adverse effect by severing habitats and causing fragmentation as well as the impact of any land-take required and associated destruction of habitat and harm to associated species. Development may also increase recreational pressure on habitats and species as well as increase air pollution. It is important that these potential impacts are considered when Highways schemes are developed.</p>	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓/x	✓/x	✓/x	Possible	County-wide	Permanent	<p>The overall impacts are likely to depend on implementation with scale, design and type of infrastructure vital to assess impacts, with the potential for positive and negative effects. For example it could have a positive impact if transport infrastructure was used to facilitate regeneration schemes and improve the appearance of an area. However, they could also have negative impacts if they are not properly assimilated to their surroundings.</p> <p>The criteria set out in the policy does stipulate that schemes will only be permitted where new transport infrastructure minimises and mitigates any harmful impact on the built, historic and natural environment meaning that it is unlikely to result in adverse impacts on landscape and townscape.</p>	
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓/x	✓/x	✓/x	Possible	County-wide	Permanent	<p>Overall impacts are likely to depend on implementation with scale, design and type of infrastructure vital to assess impacts, with the potential for positive and negative effects. For example, if new infrastructure is needed to address issues at certain 'hotspots' (e.g. bus stations/ depots, bus stops, and 'street furniture'), this may have a negative impact on an area's historic environment. However, whilst the policy does not determine the type of schemes which come forward, the policy will only permit new transport infrastructure where it</p>	

							minimises and mitigates any harmful impact on the built, historic and natural environment. Therefore, schemes which comes forward are unlikely to result in significant adverse impacts on the historic environment. This is a positive inclusion within the policy and, when implemented alongside other local plan policies, should ensure there is little impact on the character, appearance or setting of heritage assets.	
<b>13. To protect and improve air, water and soil resources</b>	✓/x	✓/x	✓/x	Possible	County-wide	Permanent	<p>As this policy will only permit new transport infrastructure where it minimises and mitigates any harmful impact on the built, historic and natural environment and the amenity of local communities, it is unlikely to result in adverse impacts on air, water and soil resources. This is a positive inclusion within the policy and, when implemented alongside other local plan policies, there is the potential for development to have a neutral or net positive impact. However, overall impacts are likely to depend on implementation with scale, design and type of infrastructure vital to assess impacts, with the potential for positive and negative effects.</p> <p>Some of these impacts can come from:</p> <ul style="list-style-type: none"> <li>) Expansion of transport infrastructure which can increase surface runoff to water bodies and contribute to pollution.</li> <li>) Soil resources being adversely affected through direct land take.</li> <li>) Avoiding and reducing flood risk from transport schemes will help contain the threat of contamination leaching from existing sites.</li> <li>) Nitrogen oxides where critical loads are being breached at some European designated biodiversity sites in the county which could have implications for schemes which increase traffic volumes near to affected sites.</li> <li>) 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.</li> <li>) Air quality which is an issue at some congestion hotspots at peak times. However increasing and improving the road network could reduce the intensity of these occurrences.</li> <li>) Collecting information on potentially contaminated sites before the planning of schemes will enable appropriate measures to</li> </ul>	

							<p>be taken to remediate or contain any contamination, as appropriate.</p> <p>The impact of each individual scheme/infrastructure will need to be carefully considered against the above in relation to criteria 'e' of the policy.</p> <p>Especially in relation to air quality, it is important to adapt and move and consider new transport technologies that have the potential to reduce emissions. Whilst the policy does permit development where it minimises and mitigates any harmful impacts upon the built, historic and natural environment, the idea that transport technology is changing to more environmental friendly means should be accounted for in the policy (ENV1). This can help reduce emissions and maximise sustainable transport options for future development.</p>	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No significant positive/negative impact.	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No significant positive/negative impact.	-

### Policy 26: Developer Contributions

Table 27 Policy 26: Developer Contributions								
SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					

<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	✓	✓	✓	Probable	Countywide	Permanent	<p>Policy is likely to have positive effects, as it will assist in the delivery of affordable housing and older persons housing across the County. The use of section 106 agreements as a mechanism provides more certainty that the funds will be spent on addressing affordable housing need as it will be ring-fenced to this specific need.</p>	
<b>2. To promote strong secure communities</b>	✓✓	✓✓	✓✓	Certain	Countywide	Permanent / Direct	<p>By securing contributions from new development via Section 106 agreements, this policy is likely to facilitate community benefits which will potentially help to encourage a sense of community, enhance a sense of safety/ security, and reduce the adverse impacts of traffic (including HGVs). Improvements could be connected to on-site or off-site development and cover a wide variety of infrastructure: for example, highways improvements, community buildings, educational, health, and recreational facilities. Such improvements may also help to cater for the needs of an aging population. Contributions could even help to promote the local historic environment.</p> <p>Supporting text states that where infrastructure is deemed an essential prerequisite to enable the site to be developed but cannot be secured because of viability concerns the scheme will not be considered acceptable in planning terms. This should help to safeguard communities from development which could for example have an adverse impact upon existing community facilities.</p>	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Probable	Countywide	Permanent	<p>The policy may contribute towards improving the quality and quantity of education/ training facilities, through either direct support to community groups/facilities or through the pooling of contributions to increase the capacity of existing infrastructure or to repair failing infrastructure, if that is necessary to support development.</p> <p>Supporting text states that where infrastructure is deemed an essential prerequisite to enable the site to be developed but cannot be secured because of viability concerns the scheme will not be</p>	



							considered acceptable in planning terms. This should help to safeguard the quality of existing education provision by ensuring that for example, local school capacity is not exceeded.	
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓✓	✓✓	✓✓	Certain	Countywide	Permanent / Direct	<p>The policy is very likely to contribute towards the provision of, or improved access to healthcare, leisure and / or green infrastructure, all of which can contribute towards health and wellbeing.</p> <p>Supporting text states that where infrastructure is deemed an essential prerequisite to enable the site to be developed but cannot be secured because of viability concerns the scheme will not be considered acceptable in planning terms. This may help to safeguard the quality of existing healthcare provision by ensuring that for example, the capacity of local GP surgeries is not exceeded.</p>	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Probable	Countywide	Permanent	<p>Policy may help to increase the range of community facilities and services in an area which may reduce overall distances travelled and or improve access to such. There is also the potential for contributions to help subsidise local bus services and improve access, frequency of services, and their connectivity. With pooling restrictions lifted in County Durham, S106 could be used to better subsidise a vast range of such transport initiatives.</p> <p>The policy also ensures that where infrastructure is deemed an essential prerequisite to enable the site to be developed but cannot be secured because of viability concerns the scheme will not be considered acceptable in planning terms. This should guarantee that new development is served by an appropriate level of transport infrastructure.</p>	
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Probable	Countywide	Permanent	By securing contributions from new development this policy is considered likely to facilitate community benefits which will potentially help to alleviate deprivation, help those on lower incomes, and contribute to regeneration schemes. Improvements could be connected to on-site or off-site development and cover a wide	

							variety of infrastructure, including for example education or employment training provision.	
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Probable	Countywide	Potential for permanent effects	<p>By securing contributions from new development, the policy will help to ensure that employment development is supported by an appropriate level of infrastructure to help the operation and potential future expansion of businesses across the County.</p> <p>The use of contributions to make improvements in the provision of physical, social and green infrastructure is also likely to improve the 'environment' in which businesses operate. For example, improvements to road infrastructure/ junctions may help to reduce traffic congestion and improve journey times for people and goods. Investment in education facilities may also contribute towards improving the skills base of the local labour market.</p> <p>Supporting text states that where infrastructure is deemed an essential prerequisite to enable the site to be developed but cannot be secured because of viability concerns the scheme will not be considered acceptable in planning terms. In some circumstances, this may contribute towards protecting the productive potential of existing or new businesses in the County.</p> <p>The rate of S106 would be considered on a site by site basis based upon the need in that particular area and be 'fairly and reasonably related in scale and kind to the development'. This means that developers should not be adversely impacted upon by such contributions. Policy also highlights that 'review mechanisms and/or an overage payment clause will be built in to S106 obligations'. This is to ensure that contributions can be reviewed to ensure that they are still appropriate given the scale of development approved. For example a site taking 10 years to build out may be in very different market conditions at different periods. It is therefore correct and appropriate that in such cases where large sites are approved that</p>	

							review mechanisms are built in, which will be delivered on a case by cases basis.	
<b>8. To reduce the causes of climate change</b>	?	?	?	Uncertain	Countywide	Permanent	Whilst the construction of any physical infrastructure required to support development is likely to create greenhouse gas emissions, in the short and possibly mid-term, securing such contributions towards infrastructure as required by this policy may minimise emissions linked to new development in the longer term through for example; providing new or enhanced community facilities or services which reduce distances travelled and associated emissions and creating or enhancing green infrastructure which contributes to the absorption of emissions. However because contributions could be sought for anything that would make a development acceptable e.g. connection to a cycle network, green infrastructure, education, health, new roads etc that could be either positive or negative effects depending upon ultimately what is needed to make the development acceptable in planning terms.	
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓	✓	✓	Probable	Countywide	Potential for permanent effects	Securing contributions from new development as required by the policy could have positive implications for ensuring buildings, communities, and other infrastructure is resilient to climate impacts; particularly flooding through for example, the funding of water attenuation or flood defence measures. The supporting text also ensures that where infrastructure is deemed an essential prerequisite to enable the site to be developed but cannot be secured because of viability concerns the scheme will not be considered acceptable in planning terms. This should contribute to ensuring that new development will be appropriately protected from flood risk.	
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent	The use of section 106 agreements to mitigate for example the impact of new development upon biodiversity should ensure as a minimum, no net loss in biodiversity and at best net gains.	

						effects	<p>Ensuring that proposals are refused where infrastructure which is an essential prerequisite cannot be secured due to viability concerns, will contribute to safeguarding existing biodiversity, including sensitive areas and areas of high value. For example, mitigation / infrastructure required to ensure that new development does not have an adverse effect upon the integrity of Internationally Designated sites.</p> <p>However, it is recognised that there is also potential for infrastructure funded or provided through Section 106 agreements or planning conditions to adversely impact upon biodiversity and geodiversity. The impact of such will need to be considered as a matter of course through the planning process and measures will need to be compatible with other relevant policies in the Plan.</p>	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	<p>Contributions are likely to be used to ensure that adverse effects upon landscape character are either avoided or minimised to acceptable levels through for example screening measures and/or specific design criteria. In some circumstances, measures funded or provided may contribute towards the enhancement of landscape and townscape. Ensuring that proposals are refused where infrastructure which is an essential prerequisite cannot be secured due to viability concerns will contribute to safeguarding existing landscape and townscape character, including sensitive areas and areas of high value such as the North Pennines AONB and Heritage Coast.</p> <p>However, it is recognised that there is also potential for infrastructure funded or provided through Section 106 agreements to adversely impact upon landscape character. The impact of such will need to be considered as a matter of course through the planning process and measures will need to be compatible with other relevant policies in the Plan.</p>	
<b>12. To protect and enhance cultural</b>	✓/x	✓/x	✓/x	Possible	Countywide	Potential	Contributions are likely to be used to ensure that adverse effects	

<b>heritage &amp; the historic environment</b>						for permanent effects	<p>upon the historic environment are either avoided or that the significance of the asset is not affected through for example specific design criteria. In some circumstances, measures funded or provided may contribute towards the enhancement of heritage. Ensuring that proposals are refused where infrastructure which is an essential prerequisite cannot be secured due to viability concerns will contribute to safeguarding the existing historic environment.</p> <p>However, it is recognised that there is also potential for infrastructure funded or provided through Section 106 to adversely impact upon heritage assets and their setting. The impact of such will need to be considered as a matter of course through the planning process and measures will need to be compatible with other relevant policies in the Plan.</p>	
<b>13. To protect and improve air, water and soil resources</b>	✓/x	✓/x	✓/x	Possible	Countywide	Potential for permanent effects	Overall impacts of this policy on air, water and soil resources are likely to depend on implementation considering the wide range of potential projects that Section 106 Agreements could be used to fund. The impact of such will need to be considered as a matter of course through the planning process and measures will need to be compatible with other relevant policies in the Plan.	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	0	0	0	Possible	Countywide	Potential for permanent effects	Please note that the requirement to pay towards the Community Infrastructure Levy may not apply to waste developments which are for example not buildings e.g. household waste recycling centres or buildings into which people do not normally go e.g. waste transfer stations. However, this policy could ensure that other types of development contribute to ensuring that sufficient waste infrastructure is in place to serve development. Increased waste may be produced as a result of constructing social or physical infrastructure required to serve new development.	
<b>15. To improve the sustainability of minerals extraction and</b>	✓	✓	✓	Probable	Countywide	Potential for	Please note that CIL is unlikely to apply to minerals development but minerals developments are likely to be required to be subject to	

use and reduce adverse impacts on communities and the environment						permanent effects	Section 106 agreements or planning conditions. All of which may contribute to reducing any adverse impacts of minerals working on communities and the environment to acceptable levels.	
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### Policy 27: Green Infrastructure

SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	0	0	0	-	-	-	Minor effect. No clear link. The policy could have a small positive impact through improving the quality of residential development but is unlikely to be significant.	-
2. To promote strong, secure communities	✓	✓	✓	Probable	Countywide	Direct Indirect Permanent	<p>The policy is positive in promoting strong, secure communities.</p> <p>Green Infrastructure (GI)/public open space often serves as an important place for community activity where people can meet and socialise. For example, playing/community pitches are important places for children to take part in recreation/sport. Similarly, public open spaces are also important places for older persons acting as hubs in the community where friends can meet and take part in formal and informal recreation. Allotments are one example of GI which can bring communities together where allotment growing attracts people from all backgrounds and contribute to social inclusion at local levels.</p> <p>To ensure that important green spaces are not lost, the policy sets out a mechanism for dealing with the loss of provision through new development. It ensures that there will only be a loss of GI if the benefits of development clearly outweigh the</p>	

							<p>harm of the loss of GI.</p> <p>The policy also sets out the mechanism for provision of new green infrastructure in new developments having regard to the Green Infrastructure Strategy<sup>36</sup> as well as meeting standards for open space provision as set out in the OSNA.</p> <p>The policy has been strengthened by changing the supporting text through the previous recommendation regarding the benefits of community pitches.</p>	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	0	0	0	-	-	-	<p>Minor effect. No clear link. The policy could have a minor positive impact in relation to improving education as GI is used for field trips to understand natural process (coasts, forests, parks etc.).</p>	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Probable	Countywide	Permanent Direct Indirect	<p>The policy is positive towards reducing health inequalities and promoting healthy lifestyles.</p> <p>GI can play a major role in promoting healthy lifestyles and is an important environmental determinant of physical activity and improving mental health<sup>37</sup>. In terms of its direct health benefits, GI can improve air quality, reduce noise pollution and provide shading in urban areas. There are also a number of secondary benefits such as walking and running on GI, cycling through open space and rowing in the rivers. Allotments are a great example of how GI can provide important social, health and wellbeing benefits to residents and improve people's quality of life, help curb exclusion, support mental health and increase physical exercise. Parks and green spaces also encourage physical activity and improve mental health offering a space for communities to enjoy formal and informal recreation.</p>	

<sup>36</sup> Durham Strategic GI Framework

<sup>37</sup> [https://www.forestry.gov.uk/pdf/urqp\\_benefits\\_of\\_green\\_infrastructure.pdf/\\$FILE/urqp\\_benefits\\_of\\_green\\_infrastructure.pdf](https://www.forestry.gov.uk/pdf/urqp_benefits_of_green_infrastructure.pdf/$FILE/urqp_benefits_of_green_infrastructure.pdf)

							<p>The policy is positive in that it recognises the importance of GI for health and wellbeing. It states that any new development should include an amount of new green infrastructure in line with the County's OSNA which provides standards for how much open space provision is required in the area. Whilst the principle of this would have a positive impact, ensuring GI is delivered in the locality must be a priority to improve health. Due to OSNA standards for surpluses/deficiencies being set across large monitoring areas there is a danger that provision may not be allocated within a local community. For example, in a given monitoring area, there may be a surplus of a type of open space (e.g. children's play area) in one settlement yet a deficiency in another but the overall standard for the monitoring area would only recognise a surplus or deficiency which would be a misrepresentation of local requirement.</p> <p>Policy now includes reference to engagement with the local community when open space is impacted upon by development as recommended through SA.</p> <p>The supporting text adds further clarifies a further function of GI as Food Production.</p>	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Possible	Countywide	Direct	<p>The policy is positive in relation to promoting the use of sustainable transport options and makes specific reference to maintaining or improving the permeability of the built environment and access to the countryside for pedestrians, cyclists and horse riders. This is important for encouraging use of active travel through cycling and ensuring that sites are connected to open spaces etc.</p> <p>The policy also ensures that proposals which would result in the loss of, or deterioration in the quality of, existing public rights of way (PROWs) would not be permitted unless equivalent alternative provision is made. This ensures that important routes and networks are not lost and continue to provide benefits such as a convenient means of active travelling by cycle or foot.</p>	-



6. To alleviate deprivation and poverty	✓	✓	✓	Possible	Countywide	Indirect	<p>GI can play an important role in improving health conditions across the county and therefore the equal distribution of GI should be of paramount consideration. The policy ensures that any GI which is lost should be replaced within the locality which will ensure that there is a fair distribution and promotes environmental justice. It also uses OSNA standards to ensure that there is a minimum amount of GI on all new residential developments including the most deprived areas of the county.</p>	
7. To develop a sustainable and diverse economy with high levels of employment	✓	✓	✓	Probable	Countywide	Direct Indirect	<p>The policy is positive in developing a sustainable and diverse economy with high levels of employment.</p> <p>Improving GI through projects can make a positive contribution in relation to the GVA of the County. This comes about through improving the County's image which, in turn, helps to attract and retain high value industry, entrepreneurs and workers. In doing so, GI can help to attract, create and safeguard new jobs and start-up businesses leveraging in private sector investment, reducing unemployment and increasing GVA.</p> <p>Improved working environments can also have a positive impact on productivity. Evidence suggests that employees work more productively in greener and more attractive environments whilst also reducing stress levels and sickness. Furthermore, evidence has suggests that staff say they stay in their jobs longer if there is a pleasant physical environment, which, in turn, reduces the costs of recruiting and training new staff<sup>38</sup>.</p> <p>Tourism is another way GI can help create a sustainable and diverse economy. Quality green space and infrastructure can increase visitor numbers in the County which will have positive effects on the visitor economy. Boulevards, plazas, green roofs and walls make attractive settings for shopping and leisure, improving the vibrancy of local economy. The Durham Green Infrastructure Strategy which underpins this policy also makes reference to Durham's natural environment being an essential characteristic that attracts visitors and businesses alike and that it is one of the county's major 'selling points'. Indeed, the total</p>	-

<sup>38</sup> AMION (2008). The Economic Benefits of Green Infrastructure – an Assessment Framework for the NWDA

							tourism employment figure for the Durham Dales accounts for 20% of overall tourism employment in the county <sup>39</sup> showing how important the natural environment is to the County.	
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Certain	Countywide	Permanent	<p>The policy would be positive in meeting the objective to reduce the causes of climate change.</p> <p>GI has an important role to play in carbon storage and sequestration where carbon dioxide is removed from the atmosphere and 'stored' within GI. Promoting GI in new developments can also have a positive impact in reducing energy-use at water management facilities. Whilst there is a specific policy dealing with water management and SUDs in new developments, other GI can help prevent water flows in flooding events which can lead to energy intensive processes in managing the water systems.</p>	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓✓	✓✓	✓✓	Probable	Countywide	Permanent	<p>The policy recognises the importance of GI in providing ecosystems which help ameliorate the warming effects of climate change and help to mitigate against the impacts such as increased frequency of extreme weather events.</p> <p>Green Infrastructure can reduce the impacts of higher temperatures in a number of ways such as trees and shrubs providing protection from both heat and UV radiation by direct shading as well as from evapotranspiration reducing the temperature in the area around vegetation by converting solar radiation to latent heat. This is an important function of GI in relation to climate change particularly in areas of high urban density. 'Green walls' are a good example of GI used in urban environments which not only have aesthetic benefits in terms of townscape and air quality but also provide climate cooling properties.</p> <p>Appropriate GI in new development can also complement grey infrastructure approaches to flood risk mitigation by reducing the</p>	-

<sup>39</sup> <https://www.visitcountydurham.org/visitor-economy/destination-performance>

							<p>volume of storm water that flows into streams and rivers, protecting floodplain functions and reducing infrastructure and property damage. Furthermore, GI could also build resiliency to drought by helping to replenish groundwater reserves and relieving any potential stress on local water supplies, improve coastal resilience to the effects of climate change. For example, restoring affected wetlands can reduce wave heights and property damage.</p>	
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓	✓	✓	Certain	Countywide	Permanent	<p>The policy is positive towards protecting and enhancing biodiversity</p> <p>The policy makes reference to the importance to GI being integrated into the wider network. For example, a park or play field may be primarily used for recreation but it may also serve as a corridor for wildlife. Viewing the GI network widely is important as fragmentation of GI usually has a negative impact on species (particularly larger species with large home ranges)<sup>40</sup>. Nature-rich areas are an example of GI which can function as core hubs for biodiversity. Whilst many nature-rich areas likely to be SACs and SPAs and are therefore covered in Policy 43 of the County Durham Plan, their protection is essential and this is positively reflected in the policy which states that: <i>'The Council expects the delivery of new green space to make a contribution towards achieving net gains in biodiversity and coherent ecological networks as required by the NPPF'</i>.</p> <p>The policy also addresses the issue of ensuring that new or improved green infrastructure is appropriate to surrounding ecology and that any diversions to PROW resulting from new development should not have a detrimental impact on the natural environment. This is an important inclusion in the policy as increased pressure from recreation can have a detrimental impact habitats particularly in vulnerable areas) particularly the Natura 2000 and European sites which have rare and threatened species.</p> <p>Policy is now much more certain due to the strengthening of the</p>	

<sup>40</sup> <http://www.ccgov.org/home/showdocument?id=1246>

							policy following the previous SA recommendations regarding the changing of wording from 'should' to 'must'. This is to ensure that where valued open spaces or assets are affected, proposals 'must' incorporate suitable mitigation and make appropriate provision of equivalent or greater value on site or within the locality.	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Certain	Countywide	Permanent Direct Indirect	<p>The policy would have a positive impact in protecting and enhancing the quality and character of landscape and townscape.</p> <p>Green Infrastructure can have a strong impact on the landscape and townscape of urban areas. Boulevards, plazas, green roofs and walls make attractive settings for shopping and leisure whilst also improving the vibrancy of local economy. It can help urban development contextualise with its surroundings by using GI to reduce landscape or townscape impact and in many cases actually improve it. Green roofs and walls are an example of how GI can help improve the townscape impact of urban development and how fascia's can be used to improve the aesthetic value of development. Development in Northumberland Street, Newcastle, is a good example of how GI has been used to improve the townscape of the area. The policy specifically mentions that development proposals should incorporate appropriate GI which maintains and improves landscape character which is a positive inclusion.</p>	
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓	✓	✓	Probable	Countywide		<p>The policy is positive in relation to protecting the historic environment. Ensuring development contributes to the provision of new, improvement of existing and maintenance of green infrastructure may help to enhance the appearance or setting of designated and non-designated heritage assets. The policy has a positive inclusion specific to the protection of heritage assets. It ensures that where PROW diversions are required, new routes should not have a detrimental impact on heritage assets.</p>	
<b>13. To protect and improve air, water</b>	✓	✓	✓	Certain	Countywide	Permanent	<b>Air</b> – Protection and enhancement of green infrastructure will ensure that trees and vegetation will be able to continue and	-

and soil resources							<p>potentially increase absorption of pollutants from the air through leaf uptake and contact removal. Ensuring that development protects existing PROW and that major developments link with the PROW network will protect and promote opportunity for greener modes of travel, reducing travel related greenhouse gas emissions.</p> <p><b>Water</b> – GI protection also takes into account river corridors and coastlines. New provision through projects such as de-culverting could improve the quality of County’s watercourses. Protection and provision of green infrastructure will also protect and possibly increase current storm water and normal runoff infiltration rates, helping to prevent pollutants from being transported to surface waters and reducing pressure on sewerage systems. The natural infiltration capabilities of green infrastructure can also improve the rate at which groundwater aquifers are replenished.</p> <p><b>Soil</b> – Provision of new green infrastructure and criteria that sets out where open space will be protected should contribute toward the protection of the County’s soil resources and function.</p>	
14. To reduce waste and encourage the sustainable and efficient use of materials	0	0	0	-	-	-	Minor effect. No clear link.	-
15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment	0	0	0	-	-	-	Minor effect. No clear link.	-

**Policy 28: Utilities, Telecommunications and Other Broadcast Infrastructure**

Table 29 Policy 28: Utilities, Telecommunications and Other Broadcast Infrastructure								
SA/SEA Objective Number	Magnitude and Duration of Effect			Likelihood of Effect	Geographic Scale	Permanent / Temporary	Commentary / Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	✓✓	✓✓	✓✓	Certain	Countywide	Permanent Direct	The policy will have a positive impact on providing people with a decent home. Utilities, telecommunications and broadcast infrastructure are essential to modern lifestyles and all houses should have suitable accessibility. The policy requires developers to install high speed broadband connection to all new residential and commercial developments. The supporting text highlights that exceptions can be made where it is not possible or practical to the site or it is not economically viable, and evidence must be provided to clearly demonstrate these exceptions. Not only will this ensure that new residents have access (if they choose) to high speed broadband but will also ensure that disturbances to roads/ streets are minimised by having to retrofit broadband infrastructure to an existing development site. Road closures can incur financial costs on local authorities and residents.	-
<b>2. To promote strong, secure communities</b>	✓	✓	✓	Probable	Countywide	Potential for permanent effects	<p>The policy is supportive in promoting strong communities. It allows for new, or extensions to existing, energy generation infrastructure to be permitted which is essential for providing uninterrupted availability of energy sources and for ensuring energy security. Large investment is needed in County Durham and the UK to improve energy infrastructure with many power plants due to close in the coming decade.</p> <p>The 'high' speed of broadband currently is required to meet 24 Mbps, recognised by the UK government, however this could increase to 100Mbps over the lifetime of the plan. The policy requires developers to install such broadband to all new residential and commercial developments, unless it is not possible, practical or economically viable. Telecommunications are also important for encouraging a sense of community. Having good access to broadband (and the internet as a result of having good broadband connection) can create</p>	-

							<p>community cohesion by allowing communities to communicate more easily and engage with local issues. Social media and messaging services are an important aspect of modern communication. More broadly, coverage of digital communications in rural areas is recognised as an important part of social inclusion.</p> <p>Additional guidance of building close to existing high voltage electricity transmission lines, gas, pipelines and substations can be found on the National Grid Website that can ensure the safety of communities and individuals.</p>	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓✓	✓✓	✓✓	Certain	Countywide	Permanent Direct	<p>Access to high speed broadband (24Mbps, potentially increasing to 100Mbps over the plan period) is essential for improving education across County Durham, particularly in rural areas where access is often poorer than urban areas. Schools are shifting towards more interactive ways of learning and, in doing so, require access to high speed broadband. Homework is being set online requiring submission so a good connection is vital. The policy supports the provision of infrastructure to improve telecommunications and broadband, however, it should recognise that new telecommunications sites may be required away from existing masts. Where equipment is located away from existing masts, the policy requires equipment to be sympathetically designed and camouflaged and not result in visual clutter.</p>	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	0	0	0	Probable	Countywide	Potential for permanent effects	<p>Likely to have a minor positive impact. The policy is indirectly positive towards reducing health inequalities. It ensures that proposals for development which facilitates the electronic transfer of data will be permitted which can give rural communities access to services such as online GP appointment booking and the NHS referral service.</p>	-
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Probable	Countywide	Potential for permanent effects	<p>Permitting proposals for new, or extensions to, existing energy generation will help meet the increasing demand for electricity from electric vehicles. Facilities such as battery storage are essential for the transition to electric vehicles from diesel and petrol vehicles so permitting new infrastructure on a site is important to facilitate this.</p> <p>The policy is also positive as it could reduce the amount of traffic on roads, ultimately limiting congestion and improving air quality. Improving telecommunication infrastructure allowing people to work from home where they would otherwise need to go into an office, often travelling by unsustainable modes of transport, thereby reducing</p>	-

							the carbon footprint. This is particularly important in rural areas where it can be difficult to access public transport and where there is a heavy reliance on cars.	
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Probable	Countywide	Potential for permanent effects	Ensuring good access and availability of modern telecommunications and broadcast infrastructure is essential to the national and local economy and is particularly important for helping to improve living standards in isolated rural areas. Providing telecommunications infrastructure can help give people access to job markets and train to improve their skills.	
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓✓	✓✓	✓✓	Probable	Countywide	Potential for permanent effects	<p>The policy is positive in relation to developing a sustainable and diverse economy and achieves this through allowing proposals for the development of telecommunication masts and other broadcast and broadband equipment which helps facilitate access to fast, reliable broadband. Fast broadband is increasingly important for existing businesses by opening up online markets to buy and sell goods which otherwise would not be possible. It also allows businesses to communicate easily with customers via email/online portals. Similarly, having fast, reliable broadband is important for attracting investment into County Durham and is becoming a key consideration when businesses are deciding on locations to invest.</p> <p>The policy also encourages that all new build developments or renovations (residential and commercial) are to be served by a high speed and reliable broadband connection. High speed broadband gives employees the flexibility to work from home which can provide cost savings to both the business and the employee.</p>	
<b>8. To reduce the causes of climate change</b>	0	0	0	Minor	Countywide	Potential for permanent effects	Full fibre connect and high speed reliable broadband are considered in sustainable economic growth and provide an opportunity to reduce carbon footprint by reducing the need to travel, however this is deemed minor.	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓	✓	✓	Probable	Countywide	Potential for permanent effects	The policy is likely to have a positive impact on adapting to climate change. Climate change is likely to cause more extreme weather events in the future including snow storms making it difficult for people to physically access their place of work. Improve broadband infrastructure across the county will help residents adapt to this and improve the flexibility of being able to work from home. In turn, this will increase the economic productivity in the county relative to not having any broadband infrastructure in place and therefore losing working	-



							hours.  The policy also recognises that there is changes of new technology and therefore will need to update infrastructure to meet future demands e.g. scale distribution generation, battery storage and gas storage sites to adapt to the inevitable impacts of climate change.	
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓	✓	✓	Probable	Countywide	Potential for permanent effects	<b>Biodiversity:</b> The policy is positive towards ensuring that new development is limited to existing masts and sites while ensuring that development is technically and operationally feasible. This keeps development to a minimum and ensures that unnecessary development doesn't go ahead. Where equipment is located away from existing masts, the policy requires equipment to be sympathetically designed and camouflaged and not result in visual clutter. Therefore this also ensures that the scheme will not cause significant adverse impacts which could be detrimental to the environment and biodiversity.	-
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Probable	Countywide	Potential for permanent effects	Utilities, telecommunications and broadband infrastructure can cause harm to the landscape and environment if they are not developed sensitively. This policy, while acknowledging the need for important infrastructure, ensures that any new, or extensions of, development does not result in visual clutter which can occur through the cumulative impact of technology. A definition of visual clutter is provided in the supporting text that provides clarity as to the intent of the policy. The supporting text in the policy recognises the importance that Green Infrastructure can play in helping to mitigate the potential adverse visual impact and states that it should be considered as part of the application process. Landscaping with plants or trees to soften the visual impact of new infrastructure would have a positive impact where development is necessary.  The policy is also positive as it ensures that proposals for new equipment will only be permitted at an existing mast or transmission site. This will help to minimise the impact of infrastructure on the landscape and townscape.	
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓	✓	✓	Probable	Countywide	Indirect Permanent	Policy 45 (Historic Environment) specifically deals with how development proposals will be determined in relation to the historic environment, however, this policy is positive in trying to minimise the impact upon the setting of heritage assets. County Durham has a wide variety of heritage assets manifested in landscapes, towns and	

							<p>villages as well as individual buildings, ancient monuments, open spaces, historic public realm and archaeological sites meaning its protection is vital to the County's history.</p> <p>This policy whilst recognising that there is a need for utilities, telecommunications and broadcast infrastructure, sets out conditions on how a proposal should be determined. It ensures that a proposal must demonstrate that the scheme will not cause significant adverse impacts, such as visual clutter, which includes the impact on the historic environment.</p> <p>Ensuring that development is both necessary and does not result in visual clutter is important for protecting the setting of designated and non-designated heritage assets.</p>	
<b>13. To protect and improve air, water and soil resources</b>	✓	✓	✓	Probable	Countywide	Indirect Permanent	<p><b>Air:</b> The policy is likely to have an indirect positive impact on air quality. Fast, reliable broadband encourages employees to work from home which may otherwise not be possible. In turn, this means a reduction in traffic and the negative impact of emissions which comes with vehicle use.</p> <p><b>Water:</b> No significant impact.</p> <p><b>Soil:</b> Encouraging development on existing sites will minimise the impact on soils as this will avoid the use of new sites for energy and telecommunications infrastructure.</p>	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	0	0	0	No Impact	No Impact	No Impact	No significant impact.	
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the</b>	0	0	0	No Impact	No Impact	No Impact	No significant impact.	

environment							
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## Policy 29: Safeguarded Areas

SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	0	0	0	-	-	-	The Safeguarded areas for the airports, parachute drop zones and the HSE consultation areas do not cover a significant geographical area of the County and are considered unlikely to significantly affect the provision of housing required to meet identified needs. In any event, with the exception of a small area of land associated with the Peterlee parachute landing area and overshoot areas which should be free of buildings the aerodrome and radar safeguarding areas are only likely to affect design of housing in respect of, for example, height and use of reflective materials such as glazed roofs. In relation to major hazard sites and major accident pipelines, the HSE will take account of the size and nature of the proposed development, the inherent vulnerability of the exposed population and the ease of evacuation or other emergency procedures for the type of development proposed. <sup>41</sup> In the event that the HSE is satisfied they will be able to advise Durham County Council that planning permission can be granted on safety grounds.	-
2. To promote strong secure communities	✓✓	✓✓	✓✓	Probable	Countywide, Regional and National	Direct and Indirect effects  Potential for permanent	The application of this policy will contribute to enhancing a sense of safety and security by ensuring that Newcastle International Airport, Durham Tees Valley Airport, Fishburn Airfield, Shotton Airfield and Peterlee Drop Zone continue to be safe for use by aircraft and associated passengers and for parachuting activity. The application of the policy will also manage population growth close to major hazard sites and major accident hazard pipelines in order to mitigate the consequences of a major accident.	-

<sup>41</sup> HSE's Land Use Planning Methodology: <http://www.hse.gov.uk/landuseplanning/methodology.pdf>

						effects	Indirectly, protecting the Met Office radar at High Moorsley will contribute to ensuring the public receive timely and essential weather information which can contribute to community preparedness for extreme weather events, enhancing levels of safety and security.	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	0	0	0	-	-	-	No clear link	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	0	0	0	-	-	-	No clear link	-
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	0	0	0	Minor positive effects possible	Countywide and Regional	Indirect Potential for permanent effects.	The application of this policy will contribute to safeguarding existing transport infrastructure by ensuring that Newcastle International Airport, Durham Tees Valley Airport, Fishburn Airfield and Shotton Airfield continue to be safe for use by aircraft. Minor positive indirect effects may occur in relation to instances where global freight is flown to north east airports for distribution to markets in the north, reducing haulage distances.	-
<b>6. To alleviate deprivation and poverty</b>	0	0	0	-	-	-	No clear link	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Certain	Countywide, Regional and National	Indirect effects Potential for Permanent effects	Indirect positive effects identified. The application of this policy will contribute to ensuring both airports, airfields and the Peterlee Parachute Centre can operate safely, contributing towards ensuring their continued operation and therefore economic contribution to the region and beyond. For example, Newcastle International Airport contributes significantly to the economy, providing over 3,200 jobs on site and many more across the region. These and other benefits account for the airport's contribution of over £640 million to the regional economy each year. <sup>42</sup> Durham Tees Valley Airport also plays an important role serving the business community on Teesside, particularly in the	-

<sup>42</sup> Newcastle International Airport – Masterplan 2013-2030 – Consultation Draft

							<p>process chemicals cluster. The airport is also the home of a number of important companies in the aviation sector.<sup>43</sup> Safeguarding of the Met Office radar at High Moorsley also ensures that the important national capabilities of the UK weather network vital to the provision of meteorological services to aviation and other civil contingencies which support the economy are not compromised by development.</p> <p>Whilst the safeguarding and consultation zones may in some cases restrict development which supports economic growth, the aerodrome and HSE zones do not cover a significant geographic area of the County and consent for proposals falling within the Met Office radar safeguarded area may be supported providing they fall under prescribed heights or are otherwise found not to adversely affect the radar.</p>	
<b>8. To reduce the causes of climate change</b>	0	0	0	Minor negative, possible	Countywide	Direct and residual  Potential for permanent effects	The application of the policy should ensure that wind turbine proposals within the relevant safeguarded areas are consulted upon. This may result in the restriction of some proposals but will ultimately contribute to ensuring that wind turbines are sited appropriately in the county. In relation to solar farms and other larger solar voltaic schemes, only a relatively small area of land within County Durham falls within the safeguarded areas for both the airports, airfields and parachute drop zones. Only minor negative effects are therefore predicted.	Not applicable – residual effect
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓	✓	✓	Certain	Countywide, Regional and National	Direct  Potential for Permanent effects	Safeguarding of the Met Office radar at High Moorsley from inappropriate development will help to ensure that the Met office continues to play a vital role in providing Governments, commercial customers and the public with timely and essential weather forecasts and real time weather information which contributes towards preparedness and response times to extreme weather events which are likely to become more frequent as a result of climate change.	-
<b>10. To protect and enhance biodiversity and geodiversity</b>	0	0	0	Minor negative and	Within safeguarded areas	Both direct and indirect	Biodiversity incorporation in new development or other schemes which support bird populations may be restricted where they could increase the risk of collision between aircraft and birds due	Not applicable – residual effect

<sup>43</sup> Durham Tees Valley Airport – Masterplan to 2020 and beyond (April 2014)

				positive effects are possible		effects  Potential for permanent effects	to the creation of a bird strike hazard. However, only a small proportion of land within County Durham falls within Durham Tees Valley Airport's 13km bird strike safeguarding area, Fishburn's and Peterlee's 3km airfield safeguarding areas and no land falls within Newcastle International Airport's 15km bird strike safeguarding area. Only minor negative effects are therefore predicted in this regard. However, minor indirect positive effects can also be predicted as a result of the restrictions placed upon wind turbines in the safeguarding areas which will limit potential incidents of turbine related bird strike and disturbance to existing flightpaths.	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	<b>0</b>	<b>0</b>	<b>0</b>	Minor positive	Within Safeguarded areas	Indirect. Potential for permanent effects	Minor indirect positive effects are predicted as the continued application of the safeguarding areas may restrict wind turbine proposals that could be harmful to landscape character and quality.	-
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No clear link	-
<b>13. To protect and improve air, water and soil resources</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No clear link	-
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No clear link	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No clear link	-

## Policy 30: Sustainable Design

SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	✓	✓	✓	Probable	Countywide	Permanent	<p>Policy aims to ensure efficient use of land and resources by building to appropriate densities to meet appropriate housing needs. Policy confirms the intention to achieve the highest possible standards and the use of building for life criteria will aim to improve the design of new housing, helping to ensure that a range of housing types and sizes are available. Achieving the highest possible standards will also assist in improving energy efficiency. Policy confirms the requirement to ensure low carbon technologies are used as the main heating source in off gas communities, which will assist in reducing rural fuel poverty.</p> <p>Compliance with Nationally Described Space standards will assist in ensuring development will be decent and built to a good standard. Furthermore the attainment of a 10% reduction in CO2 emissions over building regulations minimum will also assist in reducing instances of fuel poverty.</p>	
<b>2. To promote strong, secure communities</b>	✓	✓	✓	Probable	Countywide	Permanent	<p>Policy aims to ensure development will contribute positively to an areas character, identity and reinforce sustainable communities. Policy confirms the intention to create buildings and spaces that are adaptable and well designed. Policy is likely to reduce the adverse impacts of traffic through the creation of easily navigable and accessible layouts and ensuring new transport links are attractive and safe, prioritising the needs of pedestrians, cyclists and public transport users. This will also have positive impacts for older people by ensuring places and spaces are easily navigable, direct and take into account the lifetime needs of residents.</p>	

							<p>Policy confirms that development should contribute to healthy neighbourhoods and consider the impacts of development upon existing communities.</p> <p>The creation of spaces which maximise natural surveillance opportunities will assist in deterring crime and anti-social behaviour. As above the wording 'where relevant' should be removed to avoid ambiguity.</p>	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	0	0	0	Possible	Countywide	Permanent	<p>Ensuring that the design of new development promotes accessibility and permeability by creating places that connect with each other and are easy to move through, may help to enhance access to education and training opportunities. Ensuring buildings and space is attractively designed and convenient for all users can contribute to educational attainment as opportunities to participate in play and sporting activities is positively and directly correlated. Minor impacts only.</p>	
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Probable	Countywide	Permanent	<p>Policy aims to ensure the public realm is easily navigable, prioritising the needs of pedestrians and cyclists and taking into account the lifetime needs of residents. Other plan policies focus upon amounts and quality of green infrastructure and open space that should be developed alongside buildings. This is addressed within the supporting text, highlighting the links to Policy 28 (Green Infrastructure), and the opportunities to improve healthy lifestyles through well designed open space. As above the wording 'where relevant' should be removed to avoid ambiguity.</p> <p>Policy confirms that development should contribute to healthy neighbourhoods and consider the impacts of development upon existing communities. This includes providing high standards of amenity and privacy to all users. Furthermore the detail provided with regard to landscaping proposals respond positively to existing features, respect current features and reflect current characteristics, which may assist in maintaining healthy lifestyles.</p>	



<p><b>5. To reduce the need to travel and promote use of sustainable transport options</b></p>	✓	✓	✓	Probable	Countywide	Permanent	<p>Policy aims to ensure the public realm is easily navigable, prioritising the needs of pedestrians and cyclists and taking into account the lifetime needs of residents. Ensuring connections are made to existing cycle and pedestrian networks will assist in promoting sustainable transport opportunities.</p> <p>Development assessed through building for life criteria are more likely to address key issues such as permeability and access. Ensuring that such routes are safe, convenient and attractive is likely to further improve uptake.</p> <p>In order to deliver ‘sustainable communities’ policy confirms that development should be planned positively, focusing upon character, identity, townscape and landscape features. It is recommended that in order to reinforce the principles of sustainable development, additional text should be added to highlight the issues of accessibility to existing facilities and services (SOC1).</p>	<p><b>SOC1</b> – Addition of new criteria</p> <p><b>Have good access to existing or proposed facilities and services and public transport appropriate for the type and size of development planned.</b></p>
<p><b>6. To alleviate deprivation and poverty</b></p>	✓	✓	✓	Possible	Countywide	Indirect / Permanent	<p>Policy will indirectly contribute to the alleviation of deprivation and poverty through ensuring development contributes toward a number of different principles including;</p> <ul style="list-style-type: none"> <li>) Promoting high design standards and compliance with B4L</li> <li>) Creating buildings which are adaptable</li> <li>) Ensuring the public realm, roads and RoW are safe attractive and distinctive and thus improving the environmental conditions of residents</li> <li>) Achieving reductions in CO2 emissions of 10% above current regulations</li> </ul>	
<p><b>7. To develop a sustainable and diverse economy with high levels of employment</b></p>	✓	✓	✓	Possible	Countywide	Indirect / Permanent	<p>A number of factors within this policy score positively against the SA objective. These are as follows:</p> <ul style="list-style-type: none"> <li>) Policy will aim to ensure clearly defined, navigable and accessible layout, ensuring improved access to jobs and employment.</li> <li>) Encouraging the high design standards may encourage people to live and work in the area</li> </ul>	

							<ul style="list-style-type: none"> <li>) Policy encourages the use of sustainable modes of transport which may assist in reducing/mitigating congestion.</li> <li>) Better designed and more efficient homes will give residents more disposable income</li> </ul>	
<b>8. To reduce the causes of climate change</b>	✓✓	✓✓	✓✓	Probable	Countywide	Indirect	<p>Policy includes a number of factors will assist in mitigating emissions resulting from development. These include:</p> <ul style="list-style-type: none"> <li>) Minimisation of greenhouse gas emissions, with the aim of achieving zero carbon buildings</li> <li>) Utilisation of Low Carbon technologies in off gas areas</li> <li>) Connectivity with existing cycle and pedestrian networks</li> <li>) Attainment of reductions in CO2 emissions of 10% above building regulations</li> <li>) Minimisation of non-renewable and unsustainable resources</li> <li>) Attainment of BREEAM Very good for non-domestic development</li> </ul> <p>It is recommended that in order to reinforce the principles of sustainable development, additional text should be added to highlight the issues of accessibility with existing facilities and services, in order to assist in mitigating emissions (ENV1).</p> <p>A Sustainability Statement is required, as highlighted within the supporting text. It is recommended that this is moved into the Policy, in order to improve clarity (ENV2).</p>	<p>ENV1 – Addition of new criteria:</p> <p><b>Have good access to existing facilities and services and public transport for the type and size of development planned.</b></p> <p>ENV2: Addition of new criteria</p> <p>A Sustainability Statement will be required, in order highlight how schemes meet these requirements.</p>
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓✓	✓✓	✓✓	Probable	Countywide	Indirect	<p>Criteria (b) confirms the intension to ensure that buildings and spaces are adaptable to changing environmental conditions and include measures to reduce vulnerability and increase resilience. Addressing concerns through Building for Life will also help to ensure flooding concerns are met.</p>	<p><b>ENV3:</b> Add to supporting text:</p> <p>Development should seek to incorporate</p>

							<p>Criteria m5) also includes the expectation that open space is designed with regard to the local climate.</p> <p>Supporting text also includes reference to design solutions that may be appropriate to help buildings and developments optimise solar gain and adapt to climate impacts. Policy nor the supporting text mentions the threat of overheating specifically. This is likely to cause more common issues for both residential and non-residential development in the future (ENV3).</p> <p>The design of buildings and spaces are integral to how development can help cope with climate extremes. A poorly constructed or designed building or space can exacerbate impacts of climate change. Policy as written is likely to have a positive impact and will take such issues into account. The inclusion of BREEAM within non-domestic development will further increase resilience within such buildings</p>	<p>design solutions for buildings and spaces that optimise solar gain (and does not increase risk of overheating) ....</p>
<b>10. To protect and enhance biodiversity and geodiversity</b>	0	0	0	n/a	n/a	n/a	<p>Policy highlights that landscaping proposals should respond creatively to existing wildlife habitats and create opportunities for wildlife through the use of locally native species. Furthermore the policy should be read in accordance with other policies within the plan, specifically the Biodiversity and Geodiversity and Green Infrastructure policies.</p> <p>Building for Life 12 encompasses criteria which take into account opportunities to protect and enhance wildlife habitats. Policy could have minor positive impacts if opportunities for habitats and species are realised.</p>	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Probable	Countywide	Direct	<p>Requiring development to contribute positively to an areas character and identity and ensuring good design of buildings and spaces to ensure integration, legibility and sensitivity with their surroundings will result in positive landscape and townscape effects.</p> <p>Policy is likely to have positive impacts upon townscape, given</p>	

							<p>the aim to achieve well designed buildings and places in accordance with local guidance. The supporting text also confirms that development will be expected to be of a high design quality, which responds to local context. Furthermore policy aims to ensure development contributes positively to an area's character, identity, townscape and landscape features. This will ultimately help to reinforce good design and distinctive communities. The provision of Building for Life assessment is likely to further enhance design standards providing for a greater level of feedback to developers and ultimately resulting in higher quality design.</p> <p>Policy also includes a section on landscaping within the development which aims to ensure proposals respond appropriately and positively to the natural and built environment</p> <p>Policy should also ensure signage is only located in appropriate locations and is not detrimental to visual amenity and that street furniture and art is appropriate and sympathetic to its location.</p>	
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓	✓	✓	Probable	Countywide	Direct	<p>Requiring development to contribute positively to an areas character and identity and ensuring good design of buildings and spaces to ensure integration, legibility and sensitivity with their surroundings will result in positive heritage impacts.</p> <p>Policy is likely to have positive impacts upon the historic environment, including significance, given the aim to achieve well designed buildings and places, in accordance with local guidance documents, which should ensure that development is of a high design quality that respects and responds to the local context.</p> <p>Furthermore policy is likely to have less impact upon sites of historic importance given the requirement for Building for Life Assessment, which should assist in highlighting and mitigating any potential impacts.</p> <p>Policy should also ensure signage is only located in appropriate locations and is not detrimental to visual amenity and that street</p>	

							furniture and art is appropriate and sympathetic to its location.	
<b>13. To protect and improve air, water and soil resources</b>	0	0	0	Possible positive	Countywide	Indirect	<p><b>Air</b> –Policy may contribute towards reducing the need to travel, through the enhancement of the public realm, and in particular prioritising the needs of pedestrians, cyclists and public transport users.</p> <p>Development that attains good design standards are likely to adhere to principles which advocate green space site permeability and access to facilities and services.</p> <p>It is recommended that in order to mitigate the impacts of traffic resulting from development, additional text should be added to improve accessibility to existing facilities and services, in order to assist in mitigating emissions (ENV1) and improve air quality.</p> <p><b>Water</b> – No impact. Dealt with under the water management policy.</p> <p><b>Soil</b> – Policy does not differentiate from brownfield to greenfield land, thus design requirements will be the same regardless. Soil resources will be dealt with under the Agricultural Land and GDP policies</p>	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct	<p>Policy aims to minimise the use of non-renewable and unsustainable resources, including materials, during both construction and use and by encouraging waste reduction and appropriate re-use and recycling of materials.</p> <p>This will ultimately reduce the amount of waste going to landfill and may help to increase recycling rates in new development.</p>	-

<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	Possible	Countywide	Permanent	Policy promotes the re-use and recycling of materials which will reduce the need for mineral products. Likely minor positive effects.	-
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### Policy 31: Hot Food Takeaways

SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	Impacts are likely to be minor/ no significant link. However, limiting the number of hot food takeaways in an area could positively contribute to ensuring that homes are considered to be in a 'healthy' and 'decent' environment (e.g. no amenity issues relating to noise, odours and litter).	-
<b>2. To promote strong, secure communities</b>	✓	✓	✓	Probable	Count-wide East Durham Mid-Durham North Durham	Permanent	The policy will restrict the growth of hot food takeaways in town centres across the County generally as well as not permit any more A5 use in those centres where over 5% of commercial units are already in such use (Consett, Ferryhill, Crook, Newton Aycliffe, Spennymoor and Shildon). Given the likely scale of commercial use of local centres this threshold is likely to be ineffective. As such the policy specifically requires the impacts of A5 use applications to consider their impact on the vitality/ viability of local centres. This approach will help to ensure that new development in such locations is appropriate, which will contribute to cohesive communities.  Specifically, the policy will help to protect the commercial offer in centres and reduce the impression of underutilised units (e.g.	-

							<p>takeaways are often closed in mornings and afternoons); which will improve their real and perceived vibrancy and help to encourage a wider sense of community cohesion and safety.</p> <p>Moreover the policy requires a consideration of amenity issues from A5 uses permitted if they are otherwise locationally acceptable (or the proposal will be refused). As such it will avoid/mitigate those 'unacceptable' or adverse effects associated with a concentration of A5 uses (e.g. excessive noise, odours, and litter), which could have adverse effects on community cohesion/tension. It may also minimise the risk of anti-social behaviour and the fear of crime as A5 premises are open in the evening so will support the evening economy in centres (e.g. public houses, etc.).</p> <p>It is nonetheless noted that there is the potential for some negative impacts as the policy will restrict people's power of choice. However, this does not outweigh the other predicted benefits.</p>	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Probable	County-wide East Durham Mid-Durham North Durham	Permanent	<p>By not permitting hot food takeaways within 400m of existing or proposed schools/ college, the policy will enable healthier choices to be made at lunchtimes and improve pupils' nutrition/ concentration/ energy levels. This could have a positive effect on academic performance<sup>44</sup> of individuals and institutions. Poor health and obesity can also have negative impacts on education and employment participation (e.g. attendance and sick days) and so the option could also help promote a healthier student population and labour force.</p> <p>The policy will restrict the growth of hot food takeaways in various centres across the County generally as well as not permit any more A5 use in those centres where over 5% of commercial units are already in such use. Given the likely scale of commercial use of local centres this threshold is likely to be</p>	-

<sup>44</sup> Wilder Research (2014), 'Nutrition and Students' Academic Performance' <https://www.wilder.org/Wilder-Research/Publications/Studies/Fueling%20Academic%20Performance%20%20Strategies%20to%20Foster%20Healthy%20Eating%20Among%20Students/Nutrition%20and%20Students%27%20Academic%20Performance.pdf>

							<p>ineffective. As such the policy specifically requires the impacts of A5 use applications to consider their impact on the vitality/ viability of local centres. As such it will help to encourage economic diversity in centres and keep units available for other appropriate commercial uses/ businesses. The policy is therefore likely to support a larger range of and higher quality job/ training opportunities. This may help to raise educational/ employment aspirations.</p> <p>Given the Town Centre Surveys (2016) identified that Consett, Ferryhill, Crook, Newton Aycliffe, Spennymoor and Shildon had more than 5% of commercial units in A5 use, impacts are likely to be particularly positive for East Durham, Mid-Durham and North Durham.</p>	
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓✓	✓✓	✓✓	Probable	County-wide East Durham Mid-Durham North Durham	Permanent	<p>The provision of hot food takeaways is of particular concern to promoting healthy lifestyles and reducing health inequalities. This is because food from takeaway outlets is often high in salt, fat and sugar making it difficult to make a healthy choice<sup>45</sup>. It is also recognised that approximately 40% of the calories in meals and snacks eaten outside the home tend to come from fat<sup>46</sup>. By restricting a concentration (and in some cases a very high concentration), should make unhealthy takeaway foods a less convenient option, particularly for those on lower incomes.</p> <p>It is widely accepted that the increase in obesity seen in recent decades in the UK, is closely related to the increasing number of fast food and take away outlets<sup>47</sup>. Evidence also demonstrates that there are already high concentrations of takeaways in relatively deprived areas of the County<sup>48</sup> with analysis demonstrating there is a strong association between deprivation and high density of fast food outlets<sup>49</sup>. For instance, of County</p>	-

<sup>45</sup> National Consumer Council. Takeaway Health: How takeaway restaurants can affect your chances of healthy diet. London: NCC; 2008. Cited in: Evans N. *Takeaway Food: A briefing paper*. Liverpool: Heart of Mersey; 2011. p.3.

<sup>46</sup> Department for Environment and Rural Affairs. National Food Survey 2000. London: ONS; 2002. Cited in: Evans N. *Takeaway Food: A briefing paper*. Liverpool: Heart of Mersey; 2011.p.3.

<sup>47</sup> Burgoine T, Lake A, Stamp E, Alvanides S, MathersJ, Adamson A. Changing foodscapes 1980–2000, using the ASH30 Study. *Appetite*.2009;53(2):157-65.

<sup>48</sup> Durham County Council, 'The County Durham Retail and Town Centre Uses Study' (2016) <http://durhamcc-consult.limehouse.co.uk/portal/planning/cdpev/>

<sup>49</sup> National Obesity Observatory, 'Obesity and the environment: Fast food outlets 2012'. [www.noo.org.uk/uploads/doc/vid\\_15683\\_FastFoodOutletMap2.pdf](http://www.noo.org.uk/uploads/doc/vid_15683_FastFoodOutletMap2.pdf)



						<p>Durham’s commercial centres there is between 1.6% and 9.1% of units in A5 use. Specifically Consett, Ferryhill, Crook, Newton Aycliffe, Spennymoor and Shildon were identified as having more than 5% of commercial units in A5 use. Deprivation, as defined by the Indices of Multiple Deprivation (IMD), takes into account health and so it is likely that residents in such areas experience poor health as well as being on low incomes or unemployment. Although this option cannot address existing high levels of hot food takeaways identified in certain centres across the County, it will avoid/ mitigate further concentrations. As such, positive effects are considered probable. If this approach is used as a combined approach with other plan policies and strategies to promote healthier lifestyles (e.g. walking, cycling, recreational, access to open/ green space), it is likely that significant positive effects can be secured. It is considered that such effects are more likely over the long-term.</p> <p>Moreover taking this approach in combination with other policies within the County Durham Plan (e.g. encourage use of sustainable ‘healthier’ modes of transport, improved access to health/ recreational facilities), it is likely that there will be significant physical and mental health benefits.</p> <p>By restricting a concentration (and in some cases a very high concentration), should make unhealthy takeaway foods a less easy option, particularly for those on lower incomes. It could encourage healthier/ home-cooked options; and it is likely to result in better health outcomes/ reduced health inequalities. The evidence<sup>50</sup> recognises this, but acknowledges that other factors such as the availability of healthy food and transport have an important influence. It should also be noted that the increase in online ordering and delivery could dampen the positive effects of this option but incurring delivery charges by having to order from further afield should act as a disincentive.</p> <p>In addition, in terms of childhood obesity, it is considered there</p>	
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<sup>50</sup> Durham County Council (2017), ‘Fast Food and Its Impact on Health’.

							<p>will be a 'snowball effect' with this point and the requirement to not allow hot food takeaway premises within 400m of existing or proposed schools/ colleges. This is likely to have a positive effect on pupils' physical and mental health, academic performance<sup>51</sup> (e.g. concentration and sick days) as well as discouraging unhealthy eating habits which are likely to be carried into adulthood (i.e. overweight or obese children/ adolescence are more likely to be that as an adults)<sup>52</sup>. This is not to say that the causes of childhood obesity are not complex and influenced by a variety of factors. In this respect, such significant positive effects are likely to be secured over the long-term.</p> <p>Amenity issues generated from A5 uses as mentioned above (e.g. noises, odours, and litter) could also have negative impacts on people's mental health and pride in/ perceptions of their local area. By requiring them to be taken into account when a proposal is locationally acceptable (or it will be refused), the policy will avoid/ mitigate any 'unacceptable' or adverse impacts on health.</p>	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	0	0	0	-	-	-	No clear link/ significant effects.	-
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓✓	Probable	County-wide East Durham Mid-Durham	Permanent Indirect (regen schemes)	The provision of hot food takeaways is of particular concern in terms of alleviating deprivation as it impacts on health inequalities and range and level of job/ training opportunities. As evidence demonstrates that there are already high concentrations of takeaways in relatively deprived areas of the County, this means the baseline conditions are already poor in this regard. The 2015 Town Centre Surveys highlight that of	-

<sup>51</sup> Wilder Research (2014), 'Nutrition and Students' Academic Performance' <https://www.wilder.org/Wilder-Research/Publications/Studies/Fueling%20Academic%20Performance%20%20Strategies%20to%20Foster%20Healthy%20Eating%20Among%20Students/Nutrition%20and%20Students%27%20Academic%20Performance.pdf>

<sup>52</sup> Park M, Falconer C, Viner R, Kinra S. 'The impact of childhood obesity on morbidity and mortality in adulthood: a systematic review'. *Obesity Reviews*. 2012;13(11):985-1000.

					<p>North Durham</p>	<p>Durham's commercial centres there is between 1.6% and 9.3% of units in A5 use. Specifically Consett, Ferryhill, Crook, Seaham, Spennymoor and Shildon were identified as having more than 5% of commercial units in A5 use. Although the policy cannot address existing high levels of hot food takeaways identified in certain centres across the County, it will avoid/mitigate further concentrations. As such, positive effects are considered probable. Analysis also demonstrates that there is a strong association between deprivation and high density of fast food outlets<sup>53</sup>.</p> <p>If this approach is used as a combined approach to alleviate deprivation (e.g. regeneration schemes, job creation, improved access to jobs via public transport) it is likely that significant positive effects can be secured. Such effects are more likely over the long-term as the policy is implemented and regeneration comes forward.</p> <p>By restricting a concentration (and in some cases a very high concentration), should make unhealthy takeaway foods a less convenient option, particularly for those on lower incomes. It could encourage healthier/ home-cooked options; and it is likely to result in better health outcomes/ reduced health inequalities.</p> <p>By restricting A5 uses, the policy will also support a more diverse range of commercial uses within centres across the County; and as such improve the range and quality of job/ training opportunities available. While jobs/ training in the fast food sector will provide some people with opportunities and flexibility, it is relatively insecure and may not help reduce unemployment. A better range of commercial premises will improve opportunities to reduce unemployment as well as encourage higher incomes/ skills. Importantly the policy will also support regeneration of centres, particularly those already suffering from high concentrations of A5 uses.</p>	
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<sup>53</sup> National Obesity Observatory, 'Obesity and the environment: Fast food outlets 2012'. [www.noo.org.uk/uploads/doc/vid\\_15683\\_FastFoodOutletMap2.pdf](http://www.noo.org.uk/uploads/doc/vid_15683_FastFoodOutletMap2.pdf)

7. To develop a sustainable and diverse economy with high levels of employment	✓	✓	✓	Probable	Countywide	Permanent  Indirect (regen schemes)	<p>The policy will restrict the growth of hot food takeaways in various centres across the County generally as well as not permit any more A5 use in those centres where over 5% of commercial units are already in such use. As such it will help to encourage economic diversity in centres and keep units available for other appropriate commercial uses/ businesses. It is therefore likely to help safeguard employment and create new employment opportunities.</p> <p>Allowing a greater choice in terms of the quality and quantity of employment and training opportunities, as opposed to centres being dominated by A5 uses, may help people to live/ work more locally and reduce journey times. A greater variety of opportunities may also encourage young people to stay in the County to live and work.</p> <p>In addition, this policy approach is likely to support regeneration schemes of deprived areas across the County and help to improve their quality of place; which in turn is likely to increase their attractiveness to encourage businesses to locate there and boost investment, tourism and visitors.</p>	
8. To reduce the causes of climate change	0	0	0	-	-	-	No clear link/ significant effects.	-
9. To respond and enable adaptation to the inevitable impacts of climate change	0	0	0	-	-	-	No clear link/ significant effects.	-
10. To protect and enhance biodiversity and geodiversity	0	0	0	-	-	-	No clear link/ significant effects.	-
11. To protect and enhance the quality and	✓	✓	✓	Probable	County-wide	Permanent  Indirect	<p><b>Landscape:</b> No impact.</p> <p><b>Townscape:</b> By restricting A5 uses, the policy is likely to have</p>	-

<b>character of landscape and townscape</b>						(regen schemes)	<p>positive impacts in terms of the character and quality of the County's townscapes. This is primarily because hot food takeaway premises are more likely to be closed during the daytime, which will adversely affect the vitality and vibrancy of centres. The design and materials of frontages (including shutters) can also often be unsympathetic to current style of streetscapes and therefore have a detrimental impact. It will also support a more diverse range of commercial uses within centres across the County; and as such support the vitality and vibrancy of centres. It is also likely that the policy will support regeneration initiatives.</p> <p>Amenity issues generated from A5 uses as mentioned above (e.g. noises, odours, and litter) could also have negative impact on the quality of the built environment of centres. By requiring such issues to be taken into account when a premise is otherwise locationally acceptable (or it will be refused), it is considered the policy will avoid/ mitigate 'unacceptable' or adverse effects.</p>	
<b>12. To protect and enhance cultural heritage and the historic environment</b>	?	?	?	Uncertain	Countywide	Permanent	<p>There is potential for positive impacts on the built historic environment, as stated in reference to townscape. In relation to designated built assets (e.g. listed buildings, scheduled monuments, Conservation Area) there are also other plan policies and legal requirements in place to protect and enhance the setting and significance of assets, etc. It is also noted that those areas that are currently subject to a high concentration of A5 uses are considered, in general, less sensitive in terms of the historic environment. Given the variety of factors that would influence impact on the historic environment (e.g. location, materials, scale, massing, lighting, etc.) it is considered that impacts are uncertain at this stage.</p>	-
<b>13. To protect and improve air, water and soil resources</b>	0	0	0	-	-	-	No clear link/ significant effects.	-
<b>14. To reduce waste and encourage the</b>	?	?	?	Uncertain	Countywide	Permanent	Restricting the number of takeaways in centres may reduce waste generated and resources use. However, there are many	-

sustainable and efficient use of materials							different factors that will influence impacts which are currently unknown (e.g. management of waste and alternative business use if A5 uses not approved), and as such, impacts at this point are uncertain.	
15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment	0	0	0	-	-	-	No clear link/ significant effects.	-

### Policy 32: Amenity and Pollution

SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	✓	✓	✓	Probable	Countywide	Direct and Permanent	This policy aims to protect the amenity and living conditions of existing and new residential areas and therefore contributes positively to the SA objective in terms of the delivery of new housing in appropriate locations.	-
2. To promote strong secure communities	✓	✓	✓	Probable	Countywide	Direct and Indirect Permanent	Ensuring that amenity is protected contributes to the sustainability objective through the promotion of safe, comfortable and pleasant environments for people to live in. Elements of the policy that contribute both directly and indirectly to enhancing a sense of safety and security include	-

							<p>the protection of privacy and preventing unacceptable levels of noise pollution where this is caused by high levels of traffic. Please note, the policy does not restrict lighting schemes that are necessary for security purposes.</p> <p>In addition, the policy refers to ensuring that no unreasonable restrictions are placed on existing community facilities which could occur if new development is incompatible with them in terms of noise, opening hours etc. This will help to maintain the function of such facilities to the wider community in respect of providing a space to meet others etc.</p>	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Possible	Countywide	Direct Permanent	<p>Policy will ensure that the existing and future quality of education and training delivered across County Durham is not compromised by the granting of inappropriate development within the vicinity of an educational facility. For example, temporary or permanent levels of noise pollution can impact directly upon the quality of education / training delivered and the ability of pupils to undertake study either for qualifications or for lifelong learning purposes. Therefore, this policy is likely to help facilitate pleasant learning environments.</p> <p>In addition, the policy refers to ensuring that no unreasonable restrictions are placed on existing community facilities which could occur if new development is incompatible with the operation of schools or other community buildings etc. in terms of after school clubs, adult classes etc. This could help to maintain the function of such facilities to the wider community in respect of providing a space for lifelong learning etc.</p>	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓✓	✓✓	✓✓	Certain	Countywide and Durham City AQMA specifically in relation to the design mitigation hierarchy	Direct Potential for permanent effects	<p>The Policy aims to protect the physical and mental wellbeing of existing and future residents and workers within County Durham from proposals which would lead to unacceptable pollution, impacts upon amenity and associated health and wellbeing. The policy takes into account the cumulative impact of proposals and ensures that impacts to sensitive land uses such as hospitals for example will be given particular attention.</p> <p>The requirement within the policy for proposals within air quality management areas to reduce exposure by following the</p>	<b>SOC1: Amend policy to:</b>  <b>Development will be permitted where it can be demonstrated that there will be no unacceptable impact, either</b>

						<p>design mitigation hierarchy will also minimise potential effects to health as a result of their location within areas that exceed national air quality objectives. Where the mitigation does not avoid unacceptable risk the proposal will be refused. Defra advises that if you are young and in a good state of health, moderate air pollution levels are unlikely to have any serious short term effects. However, elevated levels and/or long term exposure to air pollution can lead to more serious symptoms and conditions affecting human health. This mainly affects the respiratory and inflammatory systems, but can also lead to more serious conditions such as heart disease and cancer. People with lung or heart conditions may be more susceptible to the effects of air pollution.<sup>54</sup></p> <p>In addition, the policy refers to ensuring that no unreasonable restrictions are placed on existing community facilities which could occur if new development is incompatible with them in terms of noise, opening hours etc. This could help to maintain the function and contribution of sports clubs for example to levels of physical activity. Other community facilities, also contribute towards social cohesion which can support good mental health and wellbeing.</p> <p>However, the clarity of the policy in respect of protecting the amenity of existing working conditions could be enhanced. As drafted, the policy refers to ensuring new development can be integrated effectively with existing business which could be broadly interpreted. As the health and wellbeing of existing employees is an imperative, it would be helpful if the policy specially referred to this aspect.</p> <p>In addition, the scope of the policy is limited in respect of the</p>	<p><b>individually or cumulatively, on health, living or <u>working</u> conditions or the natural environment and proposals can be integrated effectively with existing businesses and community facilities.</b></p> <p><b>Development which has the potential to lead to or be affected by unacceptable levels of air quality; inappropriate odours; noise and vibration <u>or other sources of pollution, either individually or cumulatively....</u></b></p>
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<sup>54</sup> Defra <http://uk-air.defra.gov.uk/air-pollution/effects>



							sources of pollution it considers and therefore consequent implications to health and wellbeing. The wording of the policy could be broadened out to address this.	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Possible	Countywide	Indirect  Potential for permanent effects.	This policy signposts to the Council's planning application validation checklist which sets out which applications will be required to be supported by an assessment of amenity and pollution. This includes proposals which will result in significant changes in traffic flows and issues of potential noise disturbance. Accordingly, where the source of pollution/nuisance is transport related, assessment recommendations may lead to the implementation of measures which promote the use of sustainable transport, incorporation of sustainable transport infrastructure and travel planning.	-
<b>6. To alleviate deprivation and poverty</b>	0	0	0	Minor positive	Countywide	Indirect  Potential for permanent effects.	Whilst the policy will not directly contribute to the alleviation of deprivation and poverty, it will indirectly ensure that social and environmental conditions in deprived parts of the County will not worsen as a result of permitting development that would lead to unacceptable levels of pollution and adverse effects upon amenity.	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Probable	Countywide	Direct  Potential for Permanent effects	The policy aims to protect existing and new businesses and workers from proposals which give rise to unacceptable levels of pollution/nuisance which could adversely impact upon productivity for example, or result in placing unreasonable restrictions on existing businesses as a result. The policy also recognises the specific need to protect the North Pennines AONB which will help to safeguard the area's existing contribution to County Durham's tourism economy. Furthermore, assessments which consider noise, vibration or air pollution as a result of traffic growth linked to new development may help to ensure that existing levels of congestion which increase journey times to employment sites are not exacerbated.	<b>ECON1: Development will be permitted where it can be demonstrated that there will be no unacceptable impact, either individually or cumulatively, on health, living or <u>working</u> conditions or the natural</b>

							<p>However, as mentioned against the health objective, the policy could make specific reference to working conditions in the opening sentence to improve clarity in respect of the importance of the health and wellbeing of the workforce to the local and wider economy. The scope of the policy in respect of the types of pollution and consequent potential impacts on business and the workforce it considers could also be broadened out.</p>	<p><b>environment and proposals can be integrated effectively with existing businesses and community facilities.</b></p> <p><b>Development which has the potential to lead to or be affected by unacceptable levels of air quality; inappropriate odours; noise and vibration or other sources of pollution, either individually or cumulatively....</b></p>
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Certain	Countywide and beyond	Indirect Potential for Permanent effects	<p>Ensuring that development does not lead to unacceptable levels of air quality or odour (methane related odours in particular) will contribute to minimising greenhouse gas emissions linked to new development. In addition, ensuring that lighting schemes are the minimum necessary to serve new development will contribute to minimising the energy demand of new development.</p>	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓	✓	✓	Probable	Urban areas Countywide	Indirect Potential for Permanent effects	<p>High levels of pollution in urban areas can increase the Urban Heat Island effect as many forms of pollution change the radiative properties of the atmosphere.<sup>1</sup> Therefore, ensuring that development does not lead to unacceptable levels of pollution will ensure that existing temperature increases as a result of climate change and the ability to adapt to these will not be further exacerbated by pollution.</p>	-

<p><b>10. To protect and enhance biodiversity and geodiversity</b></p>	✓	✓	✓	Certain	Countywide	<p>Direct and indirect effects</p> <p>Potential for permanent effects.</p>	<p>The policy aims to ensure that proposals that may give rise to unacceptable levels of air, noise and light pollution take into account not only their impact upon amenity and health but also upon the natural environment which would include sensitive receptor habitats and species.</p> <p>As the supporting text also pays particular attention to the North Pennines AONB in terms of protection from light and noise pollution it will also help to indirectly protect the North Pennine Moors SPA and associated qualifying species which may be vulnerable to disturbance from levels of noise and / or light.</p> <p>The supporting text to the policy on air quality also makes reference to the impact of proposals on Natura 2000 sites in recognition that some sites in County Durham are exceeding critical thresholds of certain air pollutants and may therefore require a Habitats Regulations Assessment to be undertaken. However, to improve the clarity of this text, the reference to ‘major’ development proposals that are likely to increase air pollution in the vicinity of a Natura 2000 site should be removed as the issue to be addressed is not the scale of the development but the significance of impact from development on the conservation objectives of Natura 2000 sites. Due to changes to the legislation, specific reference to regulations should be removed to improve the flexibility and accuracy of the policy.</p>	<p><b>ENV1: In addition major development proposals that are likely to increase air pollution in the vicinity of a Natura 2000 site (or a site of equivalent value), either directly or indirectly through, for example an increase in vehicular traffic, will also need to include an assessment under Regulation 62 of the Habitats and Species Regulations 2012 be subject to a Habitats Regulations Assessment in accordance with Policy 43 (Internationally Designated Sites).</b></p>
<p><b>11. To protect and enhance the quality and character of landscape and townscape</b></p>	✓	✓	✓	Certain	Countywide	<p>Direct and indirect effects</p> <p>Potential for permanent</p>	<p>The policy will ensure that developments do not contribute unnecessarily to light pollution which can contribute negatively to the quality and character of the landscape. As the supporting text to the policy pays particular attention to the North Pennines AONB it will also help to protect the County’s designated landscape areas.</p>	-

						effects.	This policy could also bring about indirect positive effects as a result of refusing proposals which would significantly impact upon general amenity by way of overlooking, dominance and visual intrusion as development which would cause such effects are also more likely to negatively upon landscape and townscape character.	
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	✓	✓	✓	Certain	Countywide	Direct and indirect  Potential for permanent effects.	<p>The policy clearly sets out the need to minimise light pollution from new developments. Any new development proposed that has the potential to cause unacceptable light pollution will need to undertake a lighting assessment and justify the levels proposed, demonstrating that they are necessary.</p> <p>This will have a positive impact on the protection of cultural and historic heritage assets, including the World Heritage Site. The setting of heritage assets and the environment in which they are appreciated is very important and this must be protected as it is often a key attribute of their significance.</p> <p>Air pollution can also adversely affect the fabric of heritage assets, therefore the policy will help to identify suitable mitigation which may indirectly help to protect heritage.</p> <p>Requiring development to prevent unacceptable levels of vibration which can affect the fabric of heritage assets will also contribute positively to this objective. Indirect positive effects could also occur as a result of refusing proposals which would significantly impact upon amenity by way of dominance, visual intrusion, as development which would cause such effects are also more likely to negatively upon the setting of assets.</p>	-
<b>13. To protect and improve air, water and soil resources</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects.	<p>The policy is compatible with the SA objective in terms of assessing the impact of proposals upon air quality, identifying suitable mitigation and refusing those that cannot be mitigated. Indirectly this policy may also contribute to water quality given that air pollution can affect water quality when pollutants are deposited to water courses through wet deposition.</p> <p>However, as stated against other SA objectives the scope of the policy in respect of the types of pollution and consequent</p>	<b>ENV2: Development which has the potential to lead to or be affected by unacceptable levels of air quality; inappropriate</b>

							potential impacts to water and soil resources in particular, could be broadened.	<b>odours; noise and vibration or other sources of pollution, either individually or cumulatively....</b>
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects.	Whilst further detail specific to waste management may be provided in the forthcoming Minerals and Waste DPD, the policy is directly compatible with reducing the potentially adverse impacts of waste management facilities to acceptable levels. Ensuring that existing business do not have any unreasonable restrictions placed on them as a result of new development will also contribute to safeguarding the operation of existing waste management facilities.	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects.	Whilst further detail specific to waste management may be provided in the forthcoming Minerals and Waste DPD, the policy is directly compatible with reducing the potentially adverse impacts of minerals extraction and processing to acceptable levels. Ensuring that existing business do not have any unreasonable restrictions placed on them as a result of new development will also contribute to safeguarding the operation of existing minerals sites.	-

**Policy 33: Despoiled, Degraded, Derelict, Contaminated and Unstable Land**

Table 34 Policy 33: Despoiled, Degraded, Derelict, Contaminated and Unstable Land								
SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with</b>	✓/x	✓/x	✓/x	Possible	County Wide	Permanen	Overall, the policy could potentially have some negative impacts on development coming forward but this would depend on the	-.

the opportunity to live in a decent and affordable home							implementation from the case officer involved. The policy does ensure that any land which could potentially be hazardous to health has all necessary risk assessments, and, if necessary, is fully remediated before its final use. The supporting text of the policy also specifically identifies that the possibility of contaminated land or unstable land issues should always be considered where there is a vulnerable end use such as housing. However, whilst this is positive in ensuring any negative health effects are mitigated for, the policy does impose additional criteria and assessments which a developer must adhere to if the land for development is deemed to be 'despoiled, degraded, derelict, contaminated and unstable land'.	
2. To promote strong, secure communities	✓	✓	✓	Possible	Countywide	Permanent	This policy seeks to ensure that the re-development of despoiled, degraded, derelict, contaminated and unstable land does not result in risk that would unacceptably adversely affect human health and general amenity. Whilst this policy is not concerned with the end use of the land and does not set out a mechanism for provision, it would ensure that any site in the future is in such a condition that it could be used by the public.	-
3. To improve education, training and life-long learning, and maintain a healthy labour market	0	0	0	-	-	-	No clear link between policy and SA objective	-
4. To reduce health inequalities and promote healthy lifestyles	✓✓	✓✓	✓✓	Certain	Countywide	Permanent Direct Indirect	The policy would have a very positive impact on this objective. It ensures that health risks associated with despoiled, degraded, derelict, contaminated and unstable land are identified and mitigated prior to new development being built so to avoid any unacceptable risk to human health. Not doing so is likely to have adverse effects on human health, either directly or indirectly.  Specifically, where there is contaminated land or there is reason to believe there could be contaminated land, developers must	-

							<p>adhere to the 'Yorkshire and Humberside Contaminated Land Guidance' which provides guidance in terms of risk assessments and mitigation measures. The supporting text of the policy also ensures that after remediation, as a minimum, land should not be capable of being determined contaminated land under the Environmental Protection Act 1990.</p> <p>The supporting text of the policy also sets out an approach to deal with land stability issues which must be taken into account in the determination of a planning application requiring a slope stability or land stability risk assessment to be carried out. Where there is reason to believe that unstable land could be present due to coal mining legacy, the Council will require a 'Coal Mining Risk Assessment Report' to be submitted as part of the planning application. Furthermore, if any issues are identified through the risk assessments, appropriate mitigation measures will ensure that there will be no future risk with regard to ground instability.</p>	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	0	0	0	-	-	-	No clear link between policy and SA objective	-
<b>6. To alleviate deprivation and poverty</b>	✓/x	✓/x	✓/x	Possible	Countywide	Indirect	The impact of the policy on the objective is likely to depend on implementation. Whilst this policy is concerned with ensuring developers properly remediate land to be developed which is essential for protecting the health of residents, it does not consider the potential after-use of the land.	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓/x	✓/x	✓/x	Possible	Countywide	Indirect	The impact of this policy is likely to depend on implementation. The policy will help with the remediation of natural assets which can then be developed for an end use to improve the economy. Whilst ensuring that land will be fit for future use, it is important that the requirement for specific risk assessments is only necessary for types of land which are likely to pose health risks. The provision of definitions in the supporting text regarding degraded, derelict, and contaminated land provides clarity on sites that may be at a determinant to health and therefore highlights the types of land which should have a risk assessment conducted on them. However, the policy does not determine the	

							end-use but ensures that suitable mitigation is in place to improve the end use.	
<b>8. To reduce the causes of climate change</b>	0	0	0	-	-	-	There is no significant link between policy and SA objective. Impacts will depend on how the land is remediated for future use how any potential Green Infrastructure which can act as carbon storage is replaced through remediation.	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	0	0	0	-	-	-	There is no significant link between the policy and this SA objective.	-
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓/x	✓/x	✓/x	Possible	Countywide	Permanent	Overall, the impact of this policy is likely to depend on its implementation from site to site. The supporting text recognises that despoiled, derelict, degraded, contaminated and unstable land can sometimes contain land of value to both the natural and built environment including habitats or species of nature conservation value. There is a positive inclusion in the supporting text reflecting that a careful balance will need to be made in many cases between the benefits of remediation and the harm to other interests. Furthermore, it ensures that developers must provide sufficient information at the planning application stage to ensure the impacts on the natural and built environment are full understood. However, the impact on natural habitats and biodiversity through remediation on despoiled, derelict, degraded, contaminated and unstable land is likely to vary site by site.	-
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Possible	Countywide	Permanent	Overall this policy seeks to prevent development in inappropriate places and for the physical constraints on the land to be taken into account at the planning application stage. Specifically it ensures development on despoiled, degraded, derelict, contaminated or unstable land does not unacceptably adversely affect the natural or the built environment.	-
<b>12. To protect and enhance cultural heritage and the historic</b>	✓	✓	✓	Possible	Countywide	Permanent	Overall this policy seeks to prevent development in inappropriate places and for the physical constraints on the land to be taken into account at the planning application stage. Specifically, it ensures development on despoiled, derelict, degraded,	



environment							<p>contaminated or unstable land does not unacceptably adversely affect the natural or the built environment. It is considered that such policy requirements gives protection to the quality and character of the County's historic environment (e.g. designated and non-designated assets); although to a certain degree impacts will depend on scale, massing and location of new development.</p> <p>Where necessary developers will also be required to undertake investigations and risk assessments by a competent person and undertake mitigation measures to ensure that contamination/ stability issues are addressed prior to the commencement of works. Applications will also need to be supported by information that sets out the potential impact on the natural and built environment (including the historic environment).</p>	
13. To protect and improve air, water and soil resources	✓	✓	✓	Possible	Countywide	Permanent	<p>The policy is positive towards improving air, water and soil resources.</p> <p>This is primarily because the policy directly addresses contaminated/ soil resources (i.e. improves soil condition, function, etc.) as well as ensuring that development does not contribute to future contamination. It also requires mitigation measures to be either in place or completed prior to the commencement of works. Both of which will help to protect local air, water, and soil resources.</p> <p>Although this policy will not directly encourage the location of development on previously developed land, it will ensure any reuse of sites is managed appropriately with all physical constraints taken into consideration and further/ new contamination on-site or to the surrounding environment avoided; as such improvements to local air, water, and soil quality are probable.</p>	-
14. To reduce waste and encourage the sustainable and efficient use of materials	✓/x	✓/x	✓/x	Uncertain	Countywide	Permanent	<p>The impact of this policy on reducing waste would depend on the type of site which is being remediated. Whilst the policy ensures that land will be brought back into use to a suitable standard through the remediation of land, there could be an increase in contaminated waste putting pressure on existing waste systems.</p>	

<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	✓	✓	✓	Possible	Countywide	Permanent	Through the remediation of despoiled, degraded, derelict, contaminated and unstable land, this policy will help ensure good practices in land reclamation.	-

### Policy 34: Renewable and Low Carbon Energy

Table 35 Policy 34: Renewable and Low Carbon Energy								
SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	✓	✓	✓	Possible	Countywide	Temporary (lifetime of technologies)	<p>No impact on the provision of affordable homes and decreasing the number of vacant properties.</p> <p>There is potential for this policy to have positive impacts by helping to reduce fuel poverty in households across the County by supporting the provision of renewable energy and low carbon development in its various forms and scales (e.g. large-scale district heating to solar panels of individual dwellings). To further improve renewable and low carbon energy in the homes, the policies should make reference to the new national policy (Clean Growth Strategy (2017) to ensure the County Durham Plan aligns with national policies (SOC1). This strategy has section on 'Improving our Homes'.</p>	<b>SOC1: Make reference to the Clean Growth Strategy (2017) in addition to the Energy Act (2013) and UK Renewable Energy Roadmap 2011 and 2013. This is a new policy that promotes green economic growth to mitigate climate change. It is recommended the</b>

						<p>Renewable heat provision (e.g. Durham City Heat Network) could specifically have a significant impact in helping to steer location of new development to areas that can take advantage of such opportunities; and thus enhance the positive effects of the policy.</p> <p>Rural areas, that are not connected to the gas network could significantly benefit from the integration of renewable energy and low carbon technologies, helping to create local, secure, low cost forms of energy.</p>	<p><b>supporting text adds:</b>  <b>'The Energy Act 2013... affordable and low carbon energy. In addition, <u>The Clean Growth Strategy (2017)</u> promotes the <u>ambitious economic and environmental policies to mitigate climate change and deliver clean, green growth. In addition The UK...</u>'</b></p>
<p><b>2. To promote strong, secure communities</b></p>	✓	✓	✓	Possible	Countywide	<p>Temporary (lifetime of technologies)</p> <p>There is potential for communities to be adversely affected in the short-term (i.e. the construction period) in instances where large-scale renewable energy schemes are being developed given the likelihood that it will involve the transportation of large plant and machinery is transport probably via the County's road network to the site in question. Hence, there is potential for adverse impacts in terms of a potential increase in number and frequency of HGV movements.</p> <p>However, this is not considered likely to be significant, and so overall positive effects have been identified, as the policy will only support proposals for renewable energy and low carbon technologies in 'appropriate locations'. This will ensure such impacts are either avoided or mitigated by the requirements of other relevant plan policies depending on the pertinent issues.</p>	-

3. To improve education, training and life-long learning, and maintain a healthy labour market	✓	✓	✓	Possible	Countywide	Indirectly  Temporary (lifetime of technologies)	<p>By supporting the promotion of renewable energy generation and technologies, the policy arguably indirectly supports and encourages/ creates training and life-long learning opportunities; which will not only help to broaden the skills base of the County's labour market, but also improve expertise in 'clean technologies'. This is because the policy gives support to the low carbon economy in County Durham which is a growing sector, and so there is potential for help improve the quality and quantity of vocational training opportunities. As a growing sector such expertise is important in terms of the County's economic strength, stability and resilience.</p> <p>The supporting text also provides detail on some emerging large-scale opportunities that are currently being explored by the Council and its partners (e.g. deep geothermal and district heating).</p> <p>The supporting texts highlight two key national frameworks set out by the government. It is suggested that the policy highlights the new national policy (The Clean Growth Strategy (2017) to ensure the County's economic growth is in line with National Policies that support clean, green growth to support this objective (SOC1).</p>	-
4. To reduce health inequalities and promote healthy lifestyles	✓	✓	✓	Possible	Countywide	Temporary (lifetime of technologies)	<p>Although the policy will not help improve access to healthcare facilities or promote healthier lifestyles, the promotion of renewable energy technologies could have a positive influence on fuel poor communities by helping to reduce fuel costs and health issues associated with cold homes. Impacts are likely to be more significant in rural communities that are currently not connected to the gas network.</p>	-
5. To reduce the need to travel and promote use of sustainable transport options	?	?	?	Uncertain	Countywide	Permanent	<p>Impacts relating to the reduction of travel, ensuring new development is served by appropriate infrastructure and moving freight from road to rail/ sea are uncertain at this point of assessment. This is because impacts will be dictated by the type of</p>	<b>ENV1: Make reference to the Clean Growth Strategy (2017) in addition to the</b>

							<p>technology proposed, its location, operation etc.</p> <p>Bio-fuels in particular could have either positive or negative impacts in terms of reducing the need to travel. For instance, if they are used for a community heating scheme which replaces oil, LPG or coal impacts would be positive; particularly if the biomass resource is local. However, often biofuels are often imported from significant distances; hence there is potential for adverse impacts in terms of increasing distances and road/ rail/ sea transport movements.</p> <p>Once constructed renewable energy technologies such as wind or solar PV will have minimal impact with only servicing requirements adding to road usage.</p> <p>Reference to the Clean Growth Strategy. This polices dedicates a framework to 'Accelerating the Shift to Low Carbon Transport' which could be used to reduce the need to travel and/or promote the use of sustainable transport options (ENV1).</p>	<p><b>Energy Act (2013) and UK Renewable Energy Roadmap 2011 and 2013 for as this is a new policy that promotes clean, green economic growth to mitigate climate change. It is recommended the supporting text adds: 'The Energy Act 2013... affordable and low carbon energy. In addition, <u>The Clean Growth Strategy (2017) promotes the ambitious economic and environmental policies to mitigate climate change and deliver clean, green growth. In addition The UK...</u>'</b></p>
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Probable	Countywide	Temporary (lifetime of technologies)	<p>The development of renewable energy schemes will have a positively help those on lower incomes and to reduce deprivation in several ways. Firstly, it is considered that this policy is likely to create/ safeguard employment/ training opportunities in a growing sector at a variety of different levels in a variety of roles. This will help to reduce unemployment, up-skill those on lower incomes and potentially encourage higher incomes/ personal development opportunities.</p> <p>Secondly, promoting such development within the County will also arguably improve access to employment and training opportunities. Good accessibility, particularly by public transport or walking</p>	-

							<p>and cycling, is important for those on lower incomes; given it is likely that they will have access to a car.</p> <p>Finally, local generation of renewable energy could also reduce energy costs for communities and businesses, bringing more people out of fuel poverty and making business more competitive. As such, there is the potential for the policy to help improve the social and economic conditions in deprived areas of the County.</p>	
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓✓	✓✓	Certain	Countrywide	<p>Direct</p> <p>Indirect</p> <p>Permanent</p>	<p>It is certain that this policy will support the low carbon economy and renewable technologies sector of County Durham, which is a growing economic sector and a vital element in making the local economy more diverse and resilient over the longer term. Principally by creating/ safeguarding existing jobs and training opportunities in a growing sector at a variety of levels in a variety of roles. This is likely to support business expansion and may encourage people, particularly young people, to stay and work in the County. It is therefore likely that significant positive economic effects will be secured as appropriate innovative proposals come forward and are approved. Promoting such development within the County will also arguably improve access to employment and training opportunities; which in turn could reduce commuting distances and encourage sustainable transport options (depending on locations).</p> <p>It is also likely that businesses and new development will be encouraged to explore renewable energy opportunities as part of new development and as part of stand-alone schemes given the potential to reduce their energy costs; which will in turn help businesses to meet their corporate objectives (including environment obligations) whilst reducing their core costs.</p> <p>Although much rates of return are much reduced from when they were established, the Feed in Tariff (FiT)</p>	<p><b>ECON1: Make reference to the Clean Growth Strategy (2017) in addition to the Energy Act (2013) and UK Renewable Energy Roadmap 2011 and 2013 for as this is a new policy that promotes clean, green economic growth to mitigate climate change. It is recommended the supporting text adds: 'The Energy Act 2013... affordable and low carbon energy. In addition, <u>The Clean Growth Strategy (2017) promotes the ambitious economic and environmental policies to mitigate climate change and deliver clean, green growth. In addition</u></b></p>

							and Renewable Heat Incentive (RHI) could increase individuals/ communities/ businesses disposable income or profit. This would indirectly support a stronger County Durham economy.  The supporting texts highlight two key national frameworks set out by the government. It is suggested that the policy highlights the new national policy (The Clean Growth Strategy (2017) to ensure the County's economic growth is in line with National Policies that support clean, green growth to support this objective (ECON1).	<b>The UK...'</b>
<b>8. To reduce the causes of climate change</b>	✓✓	✓✓	✓✓	Certain	Countrywide	Permanent	Give the intent to support appropriate low carbon and renewable energy schemes across the County this policy will undoubtedly contribute to reducing the causes of climate changes; and principally carbon emissions. The policy offers broad support to a variety of common and emerging renewable technologies as well as small- and large-scale schemes; hence it provides flexibility.  To ensure the County's ambitions align with the most up to date national policies, the Clean Growth Strategy should be referenced (ENV1).	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	<u>0</u>	<u>0</u>	<u>0</u>	Probable	-	-	Whilst the policy supports the generation of renewable energy and in doing so works towards tackling climate change, it does not affect the ability to respond and adapt to the consequences of such changes. The policy also states that renewable energy development will be supported in 'appropriate locations'. Hence, irrespective of the technology type or scale of development, proposals will only be supported if they meet the requirements of other Local Plan policies. This will ensure potential significant adverse effects as a result of renewable and low carbon energy proposals are either avoided or mitigated. Although there is arguably potential for some harm to occur with this approach, policy requirements will help to ensure any adverse impacts are minimal. There is also the potential for improvements to be secured, where	-

							possible, as a result of such policies. As such overall, minor effects have been noted for this objective.	
<b>10. To protect and enhance biodiversity and geodiversity</b>	<b>0</b>	<b>0</b>	<b>0</b>	Probable	-	-	There is potential for this policy to have a variety of impacts on biodiversity and geodiversity given that it offers support to a vast range of low carbon/ renewable technologies and scales across the County as well as the array of rare and common species and habitats (e.g. from local to European protected species and sites) identifiable across the County. However, the policy confirms proposals will only be supported in 'appropriate locations'. Hence, irrespective of the technology type or scale of development, proposals will only be supported if they meet the requirements of other Local Plan policies. This will ensure potential significant adverse effects as a result of renewable and low carbon energy proposals are either avoided or mitigated. Although there is arguably potential for some harm to occur with this approach, policy requirements will help to ensure any adverse impacts are minimal. There is also the potential for improvements to be secured, where possible, as a result of such policies. As such overall, minor effects have been noted for this objective.	-
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	<b>0</b>	<b>0</b>	<b>0</b>	Probable	-	-	There is potential for this policy to have a variety of impacts on landscape and townscape given that it offers support to a vast range of low carbon/renewable technologies and scales across the County as well as the variety of high-quality and characterful parts of County Durham. However, the policy confirms proposals will only be supported in 'appropriate locations'. Hence, irrespective of the technology type or scale of development, proposals will only be supported if they meet the requirements of other Local Plan policies. This will ensure potential significant adverse effects as a result of renewable and low carbon energy proposals are either avoided or mitigated. Although there is	<b>ENV2: '... their exploitation must be carefully weighed against the need to protect our unique built and natural environment and heritage.'</b>



							arguably potential for some harm to occur with this approach, policy requirements will help to ensure any adverse impacts are minimal (ENV2). There is also the potential for improvements to be secured, where possible, as a result of such policies. As such overall, minor effects have been noted for this objective.	
<b>12. To protect and enhance cultural heritage and the historic environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	Probable	-	-	<p>There is potential for this policy to have a variety of impacts on the historic environment given that it offers support to a vast range of low carbon/ renewable technologies and scales across the County as well as the rich variety of designated and non-designated assets across the County (e.g. WHS, listed buildings, scheduled ancient monument Conservation Areas, archaeology, etc.). However, the policy confirms proposals will only be supported in 'appropriate locations'. This will ensure adverse impacts are either avoided or mitigated by the requirements of other relevant plan policies depending on the pertinent issues. Equally there is also the potential for improvements to be secured, where possible, as a result of such policies. Overall it is considered it is unlikely that this policy will enable any specific impacts on the historic environment given this policy approach (ENV2).</p> <p>The SA recommends that the built environment is added to encompass the uniqueness of the built environmental, in addition to the natural environment and heritage in County Durham. The word 'unique' will protect the most important areas of the built environment when seeking to make full use of renewable and low carbon technologies (ENV2). This will ensure that any cumulative and visual impacts are accounted for in line with the NPPF (para 151a), in both the unique built and natural environment and heritage, and not just the natural environment and heritage.</p>	
<b>13. To protect and improve air, water</b>	✓	✓	✓	Possible	Countywide	Indirect	<u>Air</u> : Overall the policy seeks to minimise reliance on non-renewable sources for energy; and hence is likely	-

and soil resources							<p>to help improve air quality indirectly by reducing the reliance on fossil-fuel based technologies. Policy will assist in improving air quality indirectly through fewer traditional, fossil fuel based technologies.</p> <p><u>Water</u>: Given the range in types, scales and locations for new development relating to this policy arguably impacts are considered uncertain. However, there is potential for positive effects in relation to certain technologies such as geothermal. Geothermal heat pumps can drill down to depths below or near to aquifers in order to utilise heat from the ground. In particular heat from mine water, which contains many pollutants, could be used to heat buildings. This may further reduce the likelihood of aquifer pollution if such water is used productively. Moreover development must be in 'appropriate locations'. This will ensure adverse impacts are either avoided or mitigated by the requirements of other relevant plan policies depending on the pertinent issues.</p> <p><u>Soil</u>: Where relevant, proposals will be require include restoration plans, which would leave the site in its original condition. As such potential adverse impacts (e.g. loss of good quality agricultural land) will be mitigated. Moreover development must be in an 'appropriate location'. Comments as above.</p> <p>Given the potential positive effects in relation to air quality, overall impacts have been scored as positive.</p>	
14. To reduce waste and encourage the sustainable and efficient use of materials	✓	✓	✓	Certain	Countywide	Permanent	<p>The Policy encourages the use of renewable energy sources, leading to less reliance on consumption of non-renewable materials such as fossils fuels. This will reduce waste and lead to a more efficient use of materials.</p>	-

15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment	0	0	0	Probable	-	-	Minor effect. Policy could help to reduce reliance on mineral extraction e.g. coal, and so lessen impacts on communities and the environment.	-
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### Policy 35: Wind Turbine Development

SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	✓	✓	✓	Probable	Countywide	Permanent [for the lifespan of the wind turbine(s)]  Direct  Indirect	Depending on specific proposals (i.e. small-scale domestic wind turbine), there is potential for this policy to have positive effects in terms of directly helping to reduce fuel poverty and enabling homes to be powered from a renewable energy source. This is likely to have more a significant positive effect in rural communities which are not on the gas network and currently rely on, for instance, oil, LPG or coal. Likelihood of securing such positive effects could become more certain over the long term as battery storage systems become more widely available and cost is reduced.  Indirectly, wind energy is a cost effective form of energy generation and thus the policy may assist in reducing the overall cost of electricity over the long term.	-
2. To promote strong, secure communities	✓	✓	✓	Probable	Within the identified 'suitable areas' across the County	Permanent [for the lifespan of the wind turbine(s)]	For several reasons it is considered that this policy is likely to have positive effects in terms of community amenity/ safety and engagement.  This policy ensures no inappropriate wind turbine	<b>SOC1: Provide clarity, possibly by means of a definition in a footnote, by what 'topple distance' is.</b>

						<p>development is approved as it requires proposal to cause no unacceptable harm to the amenity of local communities or nearby residents, either individually or cumulatively: e.g. noise, traffic and visual intrusion. SOC1 should be implemented for clarity. It also ensures that shadow flicker from wind turbines does not adversely affect residents. Key to this is the requirement for wind turbines to be located at an appropriate/ safe distance from dwellings/ built development (i.e. “not located within 6 times its overall height of the property, unless it can be demonstrated that it would not be overbearing”). The policy also ensures that any development of wind turbines has community backing. This would ensure that communities are in support of wind turbine development if it were to affect/impact them. This ensures communities are involved within the planning process and their views taken into consideration. The supporting text states that this is made on a case by case basis as a matter of planning judgement.</p> <p>As long as it meets other policy requirements, the policy identifies that small-scale wind development could be suitable and have community benefits, even within the AONB. It also recognises the contribution that Neighbourhood Plans can make. The policy also supports community led initiatives for renewables and low carbon energy. This promotes community engagement further and activities that can increase awareness. As such, this policy is likely to facilitate positive effects in terms of meeting the needs of those who wish to develop a scheme owned or lead by the community. By ensuring wind turbine development has the support of the local community prior to approval (in accordance with government with policy), it is also likely to help foster community engagement/ spirit.</p> <p>There is also potential for positive community effects where larger-scale wind farms offer grants to local communities, which could assist in maintaining important</p>	<p><b>This will help clarify safety issues in relation to criterion i.</b></p>
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							<p>facilities (e.g. community centre). However, there is uncertainty over the amounts and use of such funds.</p> <p>In terms of repowering or extensions to existing developments, impacts are considered to be the same as those already identified given that:</p> <ul style="list-style-type: none"> <li>) (i) if proposals involve an extension of time (e.g. 10 years), the principle of development remains acceptable and a variance of condition will apply; and</li> <li>) (ii) if substantial changes are proposed (e.g. increased turbine height and orientation) then a new application, impact assessments will be required, with permission granted in accordance with evidence and policy criteria.</li> </ul>	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	<b>0</b>	<b>0</b>	<b>0</b>	Potential for minor positive effect.	-	-	<p>Minor/ no effect identified. The County Durham Wind Turbine Development Evidence Paper (2016) demonstrates that there is limited capacity across the County for further large-scale wind turbine development. Given this fact, it is therefore considered unlikely that the policy will have a significant impact on the provision of associated training opportunities. Moreover, once constructed, wind farms are relatively low maintenance and so have low labour requirements.</p> <p>Nonetheless there is potential for facilities associated with development to provide opportunities for training/ education. The policy supports community led initiatives for renewables and low carbon energy. This promotes community engagement further and activities that have the potential to increase awareness and promote lifelong learning. This will, however, depend on the size and type of schemes approved as a result of this policy.</p>	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Probable	Within the identified 'suitable areas' across the County	Permanent [for the lifespan of the wind turbine(s)]	<p>This policy ensures no inappropriate wind turbine development is approved in County Durham as it requires proposal to cause no unacceptable harm to the amenity of local communities or nearby residents, either individually or cumulatively: e.g. noise and visual intrusion. It also</p>	-

							<p>ensures that shadow flicker from wind turbines does not adversely affect residents. Key to this is the requirement for development to be an appropriate/ safe distance from dwellings/ build development (e.g. “not located within 6 times its overall height of a property, unless it can be demonstrated that it would not be overbearing”).</p> <p>As such it is considered that this policy will support wind turbine development, but protect/ maintain residents’ quality of life with no adverse health impacts irrespective of the scale of turbines. As such positive effects in terms of healthy lifestyles are considered likely as a result of this policy; and specifically criteria a, b and c. The policy also ensures that any development of wind turbines has community backing. This would ensure that communities are in support of wind turbine development and therefore any development that could have adverse impacts in relation to their health can be noted. The supporting text states that this is made on a case by case basis as a matter of planning judgement.</p> <p>There will be no impact in terms of provision of health services/ facilities or the promotion of healthier/ active lifestyles.</p>	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No effect. This policy will have no impact on the need to travel or the use of sustainable transport options. Any transport associated with construction will be de-minimised.	-
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Probable	Countywide	<p>Permanent [for the lifespan of the wind turbine(s)]</p> <p>Direct</p> <p>Indirect</p>	<p>As noted against objective 1, there is potential for positive effects in terms of helping those on lower incomes by helping to reduce fuel poverty and the cost of electricity; particularly over the long-term. The development of battery storage schemes to balance energy demands, which could be linked to local communities as well as the grid, may also further support this.</p> <p>It is unlikely that the policy will help to reduce unemployment or encourage higher incomes.</p>	-

7. To develop a sustainable and diverse economy with high levels of employment	✓	✓	?	Possible	Countywide	Permanent [for the lifespan of the wind turbine(s)]	<p>Although this policy restricts wind turbine development to specific locations within the County (i.e. those deemed suitable areas for turbines of various scales in the County Durham Wind Turbine Development Evidence Paper 2016), it supports appropriate development. It therefore supports investment in this renewable technology where possible; and as such it will help support the growing low carbon economy. As such positive effects have been identified.</p> <p>Whilst the County Durham Climate Change Strategy sets out how a variety of renewable technologies will contribute to this 'low carbon economy', wind energy is a vital component. For instance, in January 2016 it noted that over 142 MWe of installed capacity was either operational or permitted. This equates to around 281 GWh per annum or 14% of the County's overall electricity use and 35% of its household electricity use. This is the primary reason why it is considered the policy can generate positive economic effects as it will help to strengthen and make the County's economy more resilient.</p> <p>Additional reasons for positive effects include:</p> <ul style="list-style-type: none"> <li>) Support of rural diversification and self-sufficiency in terms of electricity requirements. This could become more positive in the long term as battery storage systems become more widely available and cost is reduced.</li> <li>) Policy also assists in promoting employment through the construction and maintenance of wind turbines; although job creation is unlikely to be significant in this case.</li> <li>) Policy does not allow wind turbine development to adversely impact (which are not capable of being acceptably mitigated) radar systems and other aviation and navigation systems, tv reception, communication links or telecommunication systems.</li> </ul>	-
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							<p>As such, it is likely to protect vital business infrastructure.</p> <p>In theory significant positive economic effects are possible given the potential capacity of 'suitable areas'. However, the industry is working in a 'subsidy free environment'; and as such the economic potential of this policy is restricted and arguably uncertain; particularly over the long-term. This is due to the potential variables that will influence approaches and decision-making to wind turbine development. Despite the fact that the policy looks to support strategic wind development through repowering and extensions to existing sites, developers are currently managing economies of scale to make schemes viable/ profitable, which in certain circumstances could result in increasing turbine heights. Depending on the heights proposed this could limit inward investment in the County because its lowland landscapes may not be able to accommodate them given constraints and criteria (b) and (c) of the policy. Future development options could involve investment in battery storage which would help balance capacity/ demand across the grid and/or to local communities/ end users. The economic benefits of such an approach are currently uncertain.</p>	
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Probable	Countywide	Permanent	<p>Although this policy restricts wind turbine development to specific locations within the County (i.e. those deemed suitable areas for large and small-scale turbines in the County Durham Wind Turbine Development Evidence Paper 2016), it supports appropriate development from large commercial to small domestic scale schemes, including community-led initiatives. It therefore supports the generation of renewable energy, directly contributing to the reduction of greenhouse gasses and other causes of climate change.</p> <p>The policy also recognises the vital role wind energy development plays in meeting the County's carbon reduction targets (e.g. in January 2016 over 142 MWe of installed capacity was either operational or permitted; which equates to around 281 GWh per annum or 14% of</p>	-



							<p>the County's overall electricity use and 35% of its household electricity use). By allowing appropriate wind energy development as well as repowering existing schemes it is certain that the policy will offer significant positive effects.</p> <p>The repowering of wind energy development will assist in ensuring future needs are met and that wind energy developments are not unnecessarily decommissioned.</p> <p>By ensuring that proposals have local communities backing is likely to restrict the positive effects of this policy on this sustainability objective. It is unclear whether all of the community has to back the proposal or just a percentage, however this is a matter of planning judgement, made on a case by case basis. Therefore due to the slightly restrictive nature of this addition to the policy, the SA score can only have a probable positive impact. If most proposals, as a matter of planning judgement were accepted, this could have significant positive effects.</p>	
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓	✓	✓	Possible	Countywide	Permanent [for the lifespan of the wind turbine(s)]	<p>Criterion (d) requires wind turbine development to not cause unacceptable harm individually or cumulative to important species or habitats; and explains that for some species this may include functionally linked land. It is considered that this requirement will allow habitats and species to adapt; and therefore have positive effects. Criterion (i) will help new wind turbine development adapt to climate change. This is because wind turbines can be at risk from extreme weather events (e.g. toppling over or losing blades in storm conditions). By ensuring that they are located appropriately and importantly a safe distance from strategic highways infrastructure as well as railways and footpaths, the policy is more likely to help them respond to such weather events without harm to people or infrastructure.</p>	-
<b>10. To protect and enhance biodiversity and</b>	0	0	0	Probable	-	-	<p>The policy only supports wind turbine development in 'suitable areas' in accordance with the County Durham Wind Turbine Development Evidence Paper (2016) and it</p>	-

<p><b>geodiversity</b></p>							<p>does not allow wind turbine development to cause 'unacceptable harm', either individually or cumulatively on important species or habitats (including functional land. This is particularly important in terms of the protection of European protected birds associated with coastal and upland parts of the County (e.g. Special Protection Areas). It also requires any proposals in Neighbourhood Plans to meet other policy requires as well as undertake the necessary environmental impacts assessments, where relevant. Moreover small-scale wind development will only be permitted in the AONB as long as it meets other policy requirements and benefits the wider environment.</p> <p>As such it is considered that the policy provides substantial safeguards against harm to biodiversity/ geodiversity given this spatial and policy approach. However, it is considered that the approach also ensures potential significant adverse effects are either avoided or mitigated by requiring other Local Plan policies to determine what is 'acceptable'. Although there is arguably potential for some harm to occur with this approach (e.g. fragmentation/ disturbance of local wildlife site or common species), robust policy requirements will help to ensure any adverse impacts are minimal. Overall minor effects have therefore been noted.</p> <p>In terms of repowering or extensions to existing developments, impacts are considered to be the same as those already identified given that:</p> <ul style="list-style-type: none"> <li>) (i) if proposals involve an extension of time (e.g. 10 years), the principle of development remains acceptable and a variance of condition will apply; and</li> <li>) (ii) if substantial changes are proposed (e.g. increased turbine height and orientation) then a new application, impact assessments will be required, with permission granted in accordance with evidence and policy criteria.</li> </ul>	
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<p><b>11. To protect and enhance the quality and character of landscape and townscape</b></p>	<p><b>0</b></p>	<p><b>0</b></p>	<p><b>0</b></p>	<p>Probable</p>	<p>-</p>	<p>-</p>	<p><u>Landscape:</u> The policy only supports wind turbine development in 'suitable areas' in accordance with the County Durham Wind Turbine Development Evidence Paper (2016) and it does not allow wind turbine development to cause 'unacceptable harm', either individually or cumulatively to the character of the landscape. It also requires any proposals in Neighbourhood Plans to meet other policy requires as well as undertake the necessary environmental impacts assessments, where relevant. Moreover small-scale wind development will only be permitted in the AONB as long as it meets other policy requirements and benefits the wider environment. The policy even safeguards important views within and into the AONB by requiring new development to not have unacceptable harm on them.</p> <p>As such it is considered that the policy provides substantial safeguards against harm to landscape given this spatial and policy approach. However, it is considered that the approach also ensures potential significant adverse effects are either avoided or mitigated by requiring other Local Plan policies to determine what is 'acceptable'. Although there is arguably potential for some harm to occur with this approach (e.g. some adverse visual impact, but in a landscape character area designated as 'restore'), robust policy requirements will help to ensure any adverse impacts are minimal. Overall minor effects have therefore been noted.</p> <p><u>Townscape:</u> No effects considering the likely location of wind turbine development, irrespectively of scale. If small-scale development was considered 'appropriate' within a townscape the same argument as demonstrated above would apply.</p> <p>In terms of repowering or extensions to existing developments, impacts are considered to be the same as those already identified given that:</p> <p>) (i) if proposals involve an extension of time (e.g.</p>	
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							<p>10 years), the principle of development remains acceptable and a variance of condition will apply; and</p> <p>) (ii) if substantial changes are proposed (e.g. increased turbine height and orientation) then a new application, impact assessments will be required, with permission granted in accordance with evidence and policy criteria.</p>	
<b>12. To protect and enhance cultural heritage and the historic environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	Probable	-	-	<p>The policy only supports wind turbine development in 'suitable areas' in accordance with the County Durham Wind Turbine Development Evidence Paper (2016) and it does not allow wind turbine development to cause 'unacceptable harm' to the significance of a heritage asset or its setting. This is particularly important as it covers the diversity and range of designated and non-designated assets; all of which give value to the County's historic environment. The supporting text confirms that there should be no substantial harm to the significance of both designated and non-designated heritage assets, including their setting, unless there are significant public benefits. Each development will be assessed on a case by case basis through the development management process.</p> <p>It also requires any proposals in Neighbourhood Plans to meet other policy requires as well as undertake the necessary environmental impacts assessments, where relevant. Moreover small-scale wind development will only be permitted in the AONB as long as it meets other policy requirements and benefits the wider environment.</p> <p>As such it is considered that the policy provides substantial safeguards against harm to the historic environment given this spatial and policy approach. However, it is considered that the approach also ensures potential significant adverse effects are either avoided or mitigated by requiring other Local Plan policies to determine what is 'acceptable'. Although there is arguably potential for some harm to occur with this approach (e.g. loss of features that do not constitute an asset's</p>	-

							<p>significance), robust policy requirements will help to ensure any adverse impacts are minimal. Overall minor effects have therefore been noted.</p> <p>In terms of repowering or extensions to existing developments, impacts are considered to be the same as those already identified given that:</p> <ul style="list-style-type: none"> <li>) (i) if proposals involve an extension of time (e.g. 10 years), the principle of development remains acceptable and a variance of condition will apply; and</li> <li>) (ii) if substantial changes are proposed (e.g. increased turbine height and orientation) then a new application, impact assessments will be required, with permission granted in accordance with evidence and policy criteria.</li> </ul>	
<b>13. To protect and improve air, water and soil resources</b>	?	?	?	Uncertain	Within the identified 'suitable areas' across the County	Permanent [for the lifespan of the wind turbine(s)]	<p><u>Air</u>: Through the generation of renewable energy, contributions could be made to improving air quality as a consequence of the reduced need for fossil fuels. Whilst road transport will be required in order to construct and maintain such equipment, this is likely to be minor.</p> <p><u>Water</u>: There is potential for the construction of wind turbines to impact upon ground water resources (e.g. flow and quality). However, there is uncertainty as to specific impacts as this will depend on location and monitoring proposals/ consent regime.</p> <p><u>Soil</u>: There is the potential for both adverse and positive effects, but overall uncertain as impacts will depend on location, scale, etc. The supporting text confirms that wind turbine development is temporary and that the de-commissioning of turbines and the restoration of the site are generally secured by condition.</p>	
<b>14. To reduce waste and encourage the sustainable and efficient use of</b>	✓	✓	✓	Certain	Countywide	Permanent	The Policy encourages the use of a renewable energy source, leading to less reliance on consumption of non-renewable materials such as fossils fuels. This will reduce waste and lead to a more efficient use of materials.	

<b>materials</b>								
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	Probable	-	-	Minor effect. Policy could help to reduce reliance on mineral extraction e.g. coal, and so lessen impacts on communities and the environment.	

### Policy 36 and 37: Water Management

Table 37 Policy 36 and 37: Water Management								
SA/SEA Objective Number	Magnitude and Duration of Effect			Likelihood of Effect	Geographic Scale	Permanent / Temporary	Commentary / Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	<b>0</b>	<b>0</b>	<b>0</b>	Probable	Countywide	Permanent	Likely to have a minor positive impact as development would only be permitted in areas outside of flood risk zones. Furthermore, it also ensures that developers must take all necessary steps to mitigate surface water flooding while ensuring foul water is disposed of properly, for the lifetime of the proposal.	-
<b>2. To promote strong, secure communities</b>	✓	✓	✓	Probable	Countywide	Potential for permanent effects	Likely to be positive in enhancing a sense of safety and security in communities and residents living in new development over the lifetime of the proposal. It ensures that development will not be permitted in flood prone areas which could put communities at risk. The policy does this by requiring developers to complete a flood risk assessment (FRA) in areas at risk of flooding ensuring that any	-

							development within a flood zone would not be permitted unless it meets a number of conditions including passing a sequential/exceptions test, if necessary, and also proving that development, including access to the site, will be safe and ensuring that any residual risks can be safely managed. This allows residents to feel assured that their home is secure against potential extreme weather events. The policy also states that proposals which seek to mitigate flooding, create natural flood plains or expand flood plains in appropriate locations will be permitted. Any development which aims to mitigate the risk of flooding a community is likely to enhance a sense of security.	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	0	0	0	No Impact	No Impact	No Impact	No significant impact. Possible educational opportunities for students/children to study ecology, water quality and SuDS and their benefits/role in climate change etc. However, this is deemed not to be significant.	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Probable	Countywide	Potential for permanent effects	<p><i>Disposal of Runoff Water</i></p> <p>The emphasis on SuDS as the preferred mechanism to manage surface water flooding means more natural, public open space will be available for communities and residents to use. Some SuDS designs can provide multiple benefits to the site and local area. For example, retention basins can offer residents informal areas for recreation, walking and relaxation which can improve physical and mental health.</p> <p>The policy is also positive as it encourages development to de-culvert watercourses. De-culverting watercourses can also have a positive impact on health by providing public open spaces for communities to enjoy informal recreation e.g.</p>	-

							walking, picnicking which can improve physical and mental health.  <i>Disposal of Foul Water</i>  The policy ensures that foul waste on a new development will be disposed of properly by connecting to a public sewer, package sewer treatment or the very least a septic tank which would drain into a soak away and not directly into a watercourse. Applications involving the use of non-main methods of drainage in areas will not be permitted including the use of cess pits.	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	0	0	0	No Impact	No Impact	No Impact	No significant impact	-
<b>6. To alleviate deprivation and poverty</b>	0	0	0	No Impact	No Impact	No Impact	No significant impact. By improving water quality within the County, including in deprived areas, minor positive effects could be likely as improvements to environmental conditions occur.	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Probable	Countywide	Potential for permanent effects	Likely to be a positive impact on the economy by becoming sustainable. Using SuDS as a means of managing flood risk will help to improve the local resilience of the economy and recognise SuDS as natural assets which provide an important economic function. By decreasing the volume of surface water entering the combined sewer system through managing the water on-site, it will help with the reduction of unnecessary treatment at sewerage treatment works. This means there will be less pressure on NWL treatment plants and the inevitable cost saving which comes with it.	-



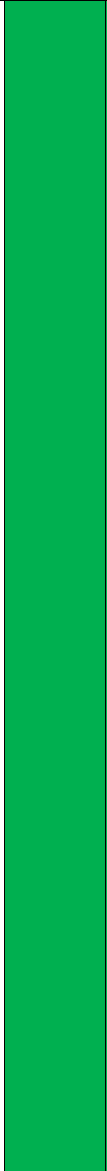

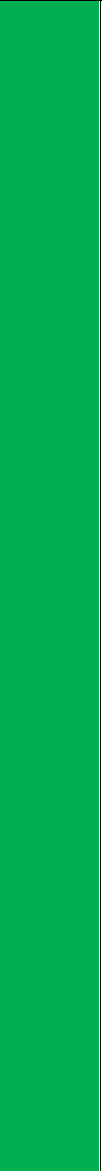
							The avoidance of flood risk areas through the sequential test will ultimately avoid premium insurance payments which would have to be paid by tenants or homeowners.	
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Probable	Countywide	Potential for permanent effects	<p>The policy is positive in reducing the causes of climate change as it strongly promotes the use of natural flood defences. SuDS and green infrastructure can lead to a reduction and/or sequestration of carbon whereas the development of grey infrastructure can use large amounts of energy to construct as well as not having the sequestration ability that SuDS have.</p> <p>By ensuring that any new development does not have a net increase in surface water runoff throughout its lifetime this will lead to a reduction in the amount of surface water/waste water pumping which will, in turn, lead to a reduced energy use and associated carbon emissions. Similarly, ensuring that soakaway and infiltration are the desired methods of managing surface water runoff which minimises the amount of water going to a combined sewer, the energy requirement from treating all surface water runoff will be reduced. In addition, any residual effects relating to flood risk will be safely managed, which will help to reduce flood risk overall.</p>	
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓✓	✓✓	✓✓	Probable	Countywide	Potential for permanent effects	The water management policy ensures that all development must take into account the predicted impacts of climate change, for the lifetime of the proposal and requires developers to complete a Flood Risk Assessment (FRA), where appropriate. This ensures that developments will not be developed in flood plains which could be at risk due to extreme weather events (flash flooding) caused by climate change. Any residual effects of flood risk, both from fluvial, groundwater and surface water, sewer and highway drainage,	-

						<p>will be safely managed and not exacerbated.</p> <p>The policy also supports applications for additional flood defence infrastructure and ensures the development does not increase flood risk elsewhere. It does this by permitting proposals which seek to mitigate flooding, create natural flood plains or seek to enhance and/or expand flood plains in appropriate locations.</p> <p>SuDS in urban areas can also help in the mitigation of Urban Heat Island effects providing shade for residents and wildlife, helping to regulate heat as well as filtering the air. Furthermore, they offer natural habitats for species of biodiversity to help adapt to climate change.</p> <p>Screening tools created by the Coal Authority in Partnership with the Environmental Agency have also been developed to help provide developers and competent authorities to understand any drainage implications they will need to consider with any new developments. This could help with climate extremes by improving our understanding of below ground processes and encourage buildings and developments that are resilient to future climatic pressures.</p>	
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓✓	✓✓	✓✓	Certain	Countywide	<p>Potential for permanent effects</p> <p><b>Biodiversity</b></p> <p>The Water Management policy is positive in protecting and enhancing biodiversity. It ensures that new development should incorporate SuDS to manage surface water drainage which can make a significant contribution to biodiversity (ecological) value of an area and have the potential to support and enhance freshwater biodiversity in urban areas. The policy ensures that SuDs should contribute to the provision of biodiversity net gains in line with the NPPF. The policy further aims to protect and enhance water quality in both surface and</p>	<p><b>ENV1: Amend wording of policy under the Water Quality section ‘...unless it can be demonstrated that no adverse impact, <u>both</u></b></p>

						<p>groundwater bodies, unless appropriate mitigation could be put in place to minimise the impact. This will indirectly promote healthy ecosystems that will support the natural flora and fauna in watercourses. To ensure no negative impacts, both direct and cumulative affect biodiversity, ENV1 should be implemented.</p> <p>The policy also encourages new sites to de-culvert watercourses, unless it can be clearly demonstrated that it is not practical. Not only can de-culverting have many potential social benefits but it can also have many positive biodiversity impacts by opening up greenspaces which can become hives of biodiversity. Therefore this further protects water courses in terms of ecology, risk of blockage and maintenance of the water course<sup>55</sup>.</p> <p>Regarding the management of run-off water, the policy is positive in protecting biodiversity. Aside from creating direct habitats, SuDS can also have a positive impact further down the watercourse chain. Filtration and soakaways can prevent pollution from reaching watercourses which, in turn, contribute to improvements in the quality of watercourses.</p> <p><b>Geodiversity</b></p> <p>The policy is positive in protecting geodiversity as it encourages water management through natural processes which require minimal environmental impact and grey infrastructure which could have a negative impact on geodiversity.</p> <p>Overall this policy aims to protect any impacts of climate change over the lifetime of the proposal which should</p>	<p><b><u>direct and cumulative,</u></b> <b>would occur or mitigation could be put in place to minimise this impact.</b></p>
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<sup>55</sup> <http://evidence.environment-agency.gov.uk/FCERM/en/FluvialDesignGuide/Chapter8.aspx?pagenum=6>

							indirectly afford protection to biodiversity and geodiversity.	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Certain	Countywide	Potential for permanent effects	<p>The policy will help to protect and enhance the quality and character of landscape and townscape. Emphasis on using SuDS as the preferred means of managing surface water runoff helps to preserve the natural features of a site or local areas which can protect the landscape. Often, these natural features are important for local communities and they can help maintain the character of a site or local area.</p> <p>De-culverting watercourses can also improve the quality of landscape and townscape. Bringing back watercourses, which have traditionally been lost underground, back to the surface, can bring major benefits in terms of townscape by encouraging green spaces around the watercourses.</p> <p>Screening tools created by the Coal Authority in Partnership with the Environmental Agency have also been developed to help provide developers and competent authorities understand any drainage implications they will need to consider with new developments. This will help protect and ensure the character of townscapes and landscapes is maintained as no adverse flooding and or drainage implications occur from new developments. This will help protect vulnerable areas from impacts arising from climate change.</p>	
<b>12. To protect and enhance cultural heritage and the historic environment</b>	0	0	0	No Impact	No Impact	No Impact	No significant impact.	
<b>13. To protect and improve air, water</b>	✓✓	✓✓	✓✓	Possible	Countywide	Potential for permanent	<u>Air</u>	<b>ENV2: Clarity should be</b>

<p><b>and soil resources</b></p>						<p>effects</p>	<p>No significant impact.</p> <p>The policy is likely to have a minor positive impact on air quality. Some SuDs (e.g. trees, green roofs, green walls, swales, basins) can have a positive effect on local air quality, particularly where air pollution is a problem as they can absorb or remove certain pollutants.</p> <p><b><u>Water</u></b></p> <p><i>Disposal of Runoff water</i></p> <p>The policy is positive in protecting water resources. In terms of disposal, preference of using an infiltration or soak away system for managing water will help with groundwater recharge. Infiltration trenches can significantly reduce both runoff rates and volumes while also providing a significant reduction in the pollutant load discharged to the receiving water body thus helping to improve water quality in aquifers. Similarly, infiltration basins are often very efficient at pollutant removal via filtering through the soils and contribute to groundwater recharge and baseflow augmentation.</p> <p><i>Water Quality</i></p> <p>The policy states that the quantity and quality of surface groundwater bodies shall be protected and where possible enhanced, from commercial, industrial and major residential development, over the lifetime of the development. All new development must incorporate appropriate water pollution measures.</p> <p>The policy also encourages developers to de-culvate water courses, unless it can be clearly demonstrated that it is not practical. This would be especially beneficial in urban areas</p>	<p><b>provided as to why water shortage is not a concern for County Durham over the Plan period. Reference to the Impacts of Climate Change in County Durham Document in the supporting text should be considered.</b></p>
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						<p>where culverted water courses are often highly polluted due to misconnected foul sewers, overflows from blocked sewers or discharges of contaminated surface water<sup>56</sup>.</p> <p>This also ensures that where the development is in close proximity to the watercourse then opportunities to improve the river environment and water quality should be explored. No adverse impacts to surface or groundwater will be permitted, unless appropriate mitigation can be put in place to minimise the impact. Any physical modifications to watercourses will require water quality assessments, and where appropriate management plans will be required to demonstrate sufficient pollution prevention measures. This further protects the water quality of both surface and ground water.</p> <p>Further protection to water quality is afforded by the River Tyne, Wear and Tees Catchment Partnerships, who work collaboratively across administrative boundaries, avoid competing for resources and maximising the benefits of projects being delivered.</p> <p>Whilst the policy is greatly concentrated on water quality within the policy, SA believe this could be furthered to ensure no adverse impacts occur from development, both directly and cumulatively. Therefore ENV1 should be implemented, in line with the NPPF (paragraph 180).</p> <p><i>Sewage and Waste Water Infrastructure</i></p> <p>By permitting proposals for new or extensions/improvements to existing water treatments plants this can encourage and protect the re-use of water and enhance reduce the amount of</p>	
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<sup>56</sup> <http://evidence.environment-agency.gov.uk/FCERM/en/FluvialDesignGuide/Chapter8.aspx?pagenum=6>

						<p>water used from natural sources.</p> <p>Water shortage is a great concern in associated with climate change. Research has shown that the Wear Catchment, County Durham, will experience a 'decrease in average rainfall and winter snowfall (of up to 50%) over the course of a typical year; but with a significant increase (of up to 20%) in winter rainfall and reductions in spring, summer and autumn rainfall, in conjunction with increase in temperatures, by up to 3<sup>o57</sup>.' However, due to the presence of Kielder, the volume of water supply up to 2050 in County Durham should not be affected. Nevertheless, SA believe this should be acknowledged in the supporting text, to highlight that this has been considered. The Impacts of Climate Change Document should be referenced (ENV2).</p> <p><b><u>Soil Resources</u></b></p> <p><i>Disposal of Runoff Water</i></p> <p>The policy is positive in protecting soil resources. Regarding Surface Water Flood Risk and its management, the policy states that surface water runoff should be managed at source wherever possible and disposed of using an infiltration and soak away system in the first instance. Infiltration and soak away systems ensure the minimal land take which has a positive impact on soil resources. SuDS such as retention basins or detention basins use natural techniques to manage water runoff ensuring minimal impact on soil resources. These</p>	
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<sup>57</sup> <http://www.countydurhampartnership.co.uk/media/12998/The-Impacts-of-Climate-Change/pdf/CDEAImpactsClimateChangQualityPlace.pdf>

							techniques also increase soil moisture content.	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	<b>0</b>	<b>0</b>	<b>0</b>	No Impact	No Impact	No Impact	No significant impact.	
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	No Impact	No Impact	No Impact	No significant impact.	

**Policy 38: Durham Heritage Coast and Wider Coastal Zone**

<b>Table 38 Policy 38: Durham Heritage Coast and Wider Coastal Zone</b>								
<b>SA/SEA Objective Number</b>	<b>Impact &amp; Timescale of Effects</b>			<b>Likelihood of Effect</b>	<b>Spatial Scale</b>	<b>Type of Effect</b>	<b>Commentary/ Explanation</b>	<b>Mitigation</b>
	<b>S</b>	<b>M</b>	<b>L</b>					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	This policy will restrict housing development within the coastal zone as it will be difficult to demonstrate that housing cannot be located outside of the zone and that there are overriding social or economic benefits as per the policy criteria. However, no overall effects are predicted as the coastal zone is unlikely to prove a deliverable location for housing given the physical barrier and separation that is caused by the Durham Coast Main Line, in addition to issues of coastal erosion and future land stability.	-



<b>2. To promote strong secure communities</b>	✓	✓	✓	Possible	East Durham	Direct and Permanent	<p>The criteria within the policy that ensures that development is only permitted which does not increase flood risk, erosion or land instability should contribute positively to the future safety of people within the coastal zone. In addition, the policy supports appropriate public access to the coast which may contribute towards addressing and preventing issues along the coast, cited in the Heritage Coast Management Plan such as unmanaged pedestrian access, horse riders illegally utilising footpaths and anti-social activities such as illegal vehicle use e.g. motorcycles.<sup>58</sup> All of which can adversely affect community interaction and sense of safety and security</p> <p>The policy is also permissive towards appropriate development which meets the needs of coastal communities.</p>	-
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Probable	East Durham	Direct and Permanent	<p>The policy supports proposals which will contribute to the understanding of the coastal resource and associated learning opportunities linked to for example, the natural environment, coastal processes, geology and heritage. Ensuring that proposals also demonstrate that they are consistent with the protection, conservation and enhancement of natural assets and heritage features will also protect the heritage coast and wider coastal zone as a lifelong learning resource.</p>	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Probable	East Durham, although it is recognised that the Coast has a wider draw to visitors.	Direct and Permanent	<p>The policy supports proposals for appropriate public access and enjoyment of the coast which, along with other criteria in the policy will help to protect and enhance the recreational offer of the coast and associated value to health and wellbeing. This is particularly important in East Durham where there tends to be higher levels of poor health.</p>	-
<b>5. To reduce the need to travel and</b>	?	?	?	Uncertain	East Durham	Direct and Permanent	<p>The implementation of this policy may permit recreational development that increases opportunities for greener</p>	<b>ENV1: In order to help reverse the trend, the</b>

<sup>58</sup> Heritage Coast Staff Unit (2018) Durham Heritage Coast Management Plan 2018-2025 Durham Heritage Coast Partnership

promote use of sustainable transport options							<p>modes of travel through for example the connectivity and extension of walking and cycling routes. In addition it is assumed that developments that would require significant vehicle movements would not be permitted as the policy states that any proposals within the coastal zone must not give rise to significant adverse impacts upon tranquillity. However, as the policy is permissive of proposals which contribute towards appropriate public access and enjoyment of the coast, it may increase visitation levels to the coast (where this is compatible with nature conservation interests etc). Overall effects are therefore uncertain.</p> <p>The 2016 coastal visitor survey conducted show that the main mode of transport people use to get to Durham's coast is the car at 78%, followed by walking at 22%, cycling at 2% and only 1% reported using public transport.<sup>59</sup></p> <p>In addition, the policy may benefit from including a supportive reference to the Port of Seaham in recognition of the contribution the port plays in moving freight from road to sea.</p>	<p><b>promotion of existing sustainable modes of transport to access the coast should be undertaken by Visit County Durham and the issue should also be addressed through the Heritage Coast Management Plan e.g. through for example the introduction of a coastal minibus service.</b></p> <p><b>In addition, the following rewording is suggested:</b></p> <p><b>Small scale proposals for agriculture, forestry, fisheries or to meet community needs <u>or the land based needs of the Port of Seaham</u> will be supported where appropriate</b></p>
6. To alleviate deprivation and poverty	✓	✓	✓	Possible	East Durham	Direct and Indirect. Permanent	The policy is supportive of appropriate proposals which contribute towards public access and enjoyment of the coast along with meeting community needs. Such proposals may contribute directly and indirectly towards the overall regeneration of East Durham.	-
7. To develop a sustainable and diverse economy	✓	✓	✓	Possible	East Durham	Direct Potential	The natural beauty of the Durham coastline, wildlife, heritage and strong sense of place is a tremendous economic and social asset to County Durham. This policy	<b>ECON1: Suggest rewording to:</b>

<sup>59</sup> Bluegrass Research 2016 South Tyneside, Sunderland and Durham Coastal Visitor Survey Winter 2016

with high levels of employment						for Permanent effects	<p>aims to strike a happy balance between protecting this asset and its relatively undeveloped character, whilst permitting appropriate proposals which support public access and enjoyment of the coast which in turn may contribute to the visitor economy. The policy also supports appropriate land-based rural economies and sea based economies in relation to agriculture, forestry and fisheries. However, the policy may benefit from also including reference to the Port of Seaham in recognition of the role of the port to the local and wider economy.</p> <p>Please note that it is recognised that criteria b which aims to protect tranquillity will not unduly restrict further development of for example the docks or industrial estates within the coastal zone as it is understood that if areas are not considered to be tranquil as a result of existing development this will be taken into account.</p>	<b>Small scale proposals for agriculture, forestry, fisheries or to meet community needs or the land based needs of the Port of Seaham will be supported where appropriate.</b>
<b>8. To reduce the causes of climate change</b>	<b>0</b>	<b>0</b>	<b>0</b>	Minor negative	East Durham	Direct  Potential for Permanent effects	Whilst renewable and low carbon forms of development may not be acceptable within the Heritage Coast as these were originally defined to conserve the best stretches of undeveloped coast in England there may be other locations within the coastal zone where for example ground mounted solar panels or small turbines may be acceptable, notwithstanding the need to ensure the protection of Special Protection Areas and associated functional land. In this respect the policy could allow such proposals where they can demonstrate overriding benefits and that a coastal zone location is required. Minor negative residual effects only are therefore predicted.	N/A – residual effect
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓	✓	✓	Certain	East Durham	Direct and Permanent	The restrictive nature of this policy to for example, housing development or other major forms of development reduces risk from coastal change by avoiding inappropriate development in vulnerable areas or adding to the impacts of physical changes to the coast. Criteria c regarding ensuring the risk from climate change, flooding, erosion or land instability is not increased is particularly compatible with this SA objective	-
<b>10. To protect and enhance</b>	✓	✓	✓	Possible	East Durham	Direct	The policy is compatible with protecting the nature conservation interests within the heritage coast and wider	-

<b>biodiversity and geodiversity</b>						Potential for permanent effects.	coastal zone, including internationally designated wildlife sites as it is restrictive to new development unless proposals can demonstrate consistency with the protection, conservation and enhancement of Durham coast's natural assets. Such proposals will also need to support appropriate public access to and enjoyment and understanding of the coast which is likely to ensure that proposals either directly or indirectly contribute towards directing the public away from sensitive areas of the coast and raise awareness regarding important coastal species and responsible visitor conduct.	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓✓	✓✓	✓✓	Probable	East Durham	Direct  Potential for permanent effects.	The restrictive nature of the policy will directly protect the undeveloped coast of the defined Heritage Coast and the character of the wider coastal zone, including its setting. Recognition is given within the policy that major development within the defined Heritage Coast are unlikely to be appropriate.	-
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	✓	✓	✓	Probable	East Durham	Permanent	This policy aims to restrict development from taking place within or within the setting of the Heritage Coast and wider Coastal Zone which will contribute towards protecting heritage assets along with criteria requiring development to be consistent with the protection of its heritage assets and to be appropriate in terms of scale, massing and design. The support given to proposals which meet the policy criteria and support the appropriate enjoyment and understanding of Durham's coast may also improve access to and understanding / appreciation of heritage assets. This in turn may provide for opportunities for contribution towards the upkeep of heritage.	-

13. To protect and improve air, water and soil resources	?	?	?	Uncertain	East Durham	Direct and Permanent	<p><b>Air:</b> As the policy is permissive of proposals which contribute towards appropriate public access and enjoyment of the coast, it may increase visitation levels to the coast (where this is compatible with nature conservation interests etc). Overall effects are therefore uncertain. The latest coastal visitor surveys conducted show that the main mode of transport people use to get to Durham's coast is the car at 78%, followed by walking at 22%, cycling at 2% and only 1% reported using public transport.<sup>60</sup> Therefore, emission to air may increase.</p> <p><b>Water:</b> This policy seeks to restrict inappropriate development in the coastal zone and its setting, which is likely to contribute indirectly towards protecting water quality of which there are a number of ephemeral springs and small tributaries in the area (e.g. Hawthorn Burn, Ash Gill, Blue House Gill etc.) in addition to bathing water quality. However, As the policy is permissive of proposals which contribute towards appropriate public access and enjoyment of the coast, it may increase visitation levels to the coast (where this is compatible with nature conservation interests etc.) and associated levels of dog fouling and marine littering which can affect water quality.</p> <p><b>Soil:</b> The majority of agricultural land within the Heritage Coast and wider coastal zone is Grade 3 (good/moderate) and may consist of best and most versatile agricultural land, therefore the restrictive nature of the policy will contribute towards protecting the productive potential of soil and minimise soil lost to development.</p>	<b>ENV2: In order to help minimise vehicle emissions to air, the promotion of existing sustainable modes of transport to access the coast should be undertaken by Visit County Durham and the issue should also be addressed through the Heritage Coast Management Plan e.g. through for example the introduction of a coastal minibus service. In respect to water quality, the implementation of measures within the Heritage Coast Management Plan such as the Beach Care Programme will help to minimise potential impacts</b>
14. To reduce waste and encourage the sustainable and efficient use of materials	x	x	x	Possible	East Durham	Indirect, Permanent	As the policy is permissive of proposals which contribute towards appropriate public access and enjoyment of the coast, it may increase visitation levels to the coast and associated levels of marine and beach littering which is a particular issue in the area.	<b>ENV3: The implementation of measures within the Heritage Coast Management Plan</b>

<sup>60</sup> Bluegrass Research 2016 South Tyneside, Sunderland and Durham Coastal Visitor Survey Winter 2016

							Please note that the policy does not apply to waste developments. Any impact of these will be assessed through the appropriate minerals and waste policies.	<b>such as the Beach Care Programme should help to minimise potential impacts.</b>
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	Please note that the policy does not apply to minerals developments. Any impact of these will be assessed through the appropriate minerals and waste policies.	-

### Policy 39: North Pennines Area of Outstanding Natural Beauty

SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	Whilst this policy is likely to restrict housing schemes considered to constitute major development within the North Pennines AONB (unless exceptional circumstances and public interest can be demonstrated), it is considered that the policy will not prevent the local housing needs of communities from being met. This is because the AONB designation skirts around the majority of reasonably sized settlements in Teesdale and Weardale where housing growth has historically occurred e.g. Middleton-in-Teesdale, Romaldkirk, Cotherstone, Egglestone, Wolsingham, Frosterley, Stanhope.	-

<b>2. To promote strong secure communities</b>	✓	✓	✓	Probable	Within the North Pennines AONB designation area	Direct and Permanent	The policy states that development must have regard to the objectives of the North Pennines AONB Management Plan, which aims to involve and support local communities in the management and enhancement of the AONB. Development must also have regard to the AONB Planning Guidelines which state that essential development should be actively promoted that compliments the character of the landscape and helps to stimulate economic activity whilst increasing the sustainability of communities. As the objectives within both documents are considered to contribute positively to the strong secure communities' objective, they are likely to positively influence new development in the North Pennines AONB and Planning decisions in this regard.	-
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Probable	Within the North Pennines AONB designation area	Indirect  Potential for permanent effects	The presumption against major development in the North Pennines AONB and any other development which may be harmful to the AONB's special qualities (as stated in the North Pennines AONB Management Plan) or statutory purposes will indirectly protect the AONB as an outdoor learning resource and its associated educational activities and opportunities.  The supporting text states that scale and development within the AONB should be limited, protecting for existing residents and also protecting the natural beauty of the AONB. This can preserve and enhance the AONB for educational purposes.	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Probable	Within the North Pennines AONB designation area	Indirect  Potential for permanent effects	The presumption against major development in the North Pennines AONB and any other development which may be harmful to the AONB's special qualities (as stated in the North Pennines AONB Management Plan) or statutory purposes will indirectly protect the tranquillity and recreational resource of the North Pennines AONB and its associated positive physical and mental wellbeing benefits.	-
<b>5. To reduce the need to travel and promote use of</b>	✓	✓	✓	Probable	Within the North Pennines	Direct  Potential	It is acknowledged that the North Pennines AONB is relatively remote and those living within or visiting are likely to be more dependent on private car use. Positive effects	-

<b>sustainable transport options</b>					AONB designation area	for permanent effects	are therefore predicted as this policy places restrictions on new development, particularly major development within the AONB. Where new development is permitted the policy requires it to have regard to the AONB Building Design Guide. This guide states that where possible new development should be positioned near to public transport routes therefore reducing the dependency on car travel.	
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Probable	Within the North Pennines AONB designation area	Direct  Potential for permanent effects	Whilst there are only small pockets of deprivation in the North Pennines AONB area, ensuring that, in respect of major development, the demonstration of public interest is determined in accordance with national policy ensures that sufficient weight will be given to the impact of major development on the local economy and its contribution to supporting rural economic conditions.	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Probable	Within the North Pennines AONB designation area	Direct  Potential for permanent effects	The natural beauty of the North Pennines AONB, wildlife and strong sense of place is a tremendous economic and social asset to County Durham. The main economic activity connected to the area's natural environment centres around farming, other land management, tourism and to a lesser extent mineral extraction. <sup>61</sup> This policy aims to strike a happy balance between protecting the high quality natural environment that underpins the economy of the North Pennines AONB by ensuring that only appropriate development is permitted. Ensuring that the demonstration of public interest is determined in accordance with national policy will ensure that sufficient weight is given to the particular needs of the local economy and rural industries in respect of major developments.	-
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Certain	Within the North Pennines AONB designation area	Direct  Potential for permanent effects	The restrictive nature of the policy will contribute towards directing development (and developments considered to constitute major development in particular) to locations which have better access to services and facilities, (including public transport) and to areas more likely to be connected to the gas network. All of which minimise greenhouse gas emissions related to travel and to the heating of properties. The policy will also contribute to safeguarding the peatlands	-

<sup>61</sup> North Pennines Partnership (2014) North Pennines Area of Outstanding Natural Beauty Management Plan 2014-19



						<p>of the North Pennines which are a significant store of carbon in the County.</p> <p>In respect of renewable energy projects, whilst criteria for protecting the AONB in relation to renewable energy schemes is dealt with more specifically in other policies within the Plan, this policy requires development to have regard to the guidance given in the North Pennines AONB Planning Guidelines and the North Pennines AONB Building Design Guide.</p> <p>These guides support the AONB's contribution towards the development of renewables where this can be done in a manner which is compatible with the purposes of the AONB's designation. The guidance does however indicate that large commercial scale wind energy, hydro-electric, photovoltaic or biomass development within the AONB are unlikely to be acceptable therefore the policy as linked to the guidance is more restrictive to major schemes. Overall effects against this SA objective are however, still considered to be positive.</p>	
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓	✓	✓	Possible	Within the North Pennines AONB designation area and beyond	<p>Indirect</p> <p>Potential for permanent effects</p> <p>The restrictive nature of the policy towards development may indirectly contribute towards safeguarding the water attenuation rates of peatland areas thereby minimising the risk of flooding elsewhere in the catchment. Ensuring new development has regard to the guidance as set out within the North Pennines AONB Planning Guidelines and Building Design Guide may also ensure new development contributes to:</p> <ul style="list-style-type: none"> <li>) the regulation of water flow,</li> <li>) building capacity for species to adapt to climate change through the recommended incorporation of native species; and</li> <li>) Helping to cope with climate extremes through principles of design which ensure the internal comfort of occupants.</li> </ul>	-

<b>10. To protect and enhance biodiversity and geodiversity</b>	✓✓	✓✓	✓✓	Certain	Within the North Pennines AONB designation area	Direct  Potential for permanent effects	<p>The restrictive nature of the policy towards development for the purposes of protecting the scenic beauty of the North Pennines AONB is likely to indirectly contribute towards protecting internationally and nationally important biodiversity and geodiversity including for example 30% of England's blanket bog, 40% of the UK's upland hay meadows and the AONB's status as a geopark. The policies references that the North Pennines provides a wide range of ecosystem good and services (Natural Capital).</p> <p>Ensuring that new development has regard to both the North Pennines AONB Planning Guidelines and Building Design Guide as required by the Policy may also encourage the creation of priority habitats or habitats for priority species, in addition to protecting ecological networks and avoiding the spread of invasive species.</p>	-
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓✓	✓✓	✓✓	Certain	Within the North Pennines AONB designation area	Direct  Potential for permanent effects	<p>It is noted in the AONB Management Plan that the strong vernacular character of older villages and buildings has been weakened in places by more recent development some of which has not respected local settlement pattern, scale, vernacular tradition or materials. Farms and agricultural buildings are increasingly being converted to residential use as agricultural employment declines, and piecemeal insensitive conversions of buildings erode sense of place. This policy will therefore play a central role in ensuring that future development protects and enhances the quality and character of the landscape and townscape. For example, the AONB Building Design Guidelines recognises that the issues for the conservation of the character of the area comes less from major development than from the piecemeal erosion of distinctiveness that can accompany small-scale change. Whilst the policy reflects the NPPF's presumption against major development within the North Pennines AONB it also recognises that adverse effects could occur as a result of</p>	-

							such piecemeal effects and aims to prevent consent of proposals which would incur adverse cumulative effects.  The requirement within the policy for development to have regard to the North Pennines AONB Planning Guidelines and Building Design Guide as material considerations will also contribute to ensuring that new development contributes positively to landscape character.	
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	✓✓	✓✓	✓✓	Certain	Within the North Pennines AONB designation area	Direct  Potential for permanent effects	The requirement within the policy for development to have regard to the North Pennines AONB Building Design Guide will contribute to ensuring that new development supports the protection and enhancement of cultural heritage assets and the historic environment. It is noted that when siting a new building, consideration should be given to the visual impact the building could have on designated heritage assets such as Scheduled Ancient Monuments and Listed buildings. Pre-application consultation with the public bodies' archaeologist and conservation officer is recommended.	-
<b>13. To protect and improve air, water and soil resources</b>	✓	✓	✓	Probable	Within the North Pennines AONB designation area and beyond	Direct  Potential for permanent effects	The restrictive nature of the policy will contribute towards directing development (and development considered to constitute major development in particular) to locations which have better access to services and facilities, as the scale and extent of development in the AONB will be limited, thereby minimising transport related emissions to air. The policy will also contribute to protecting peatlands but may direct development towards better quality agricultural land outside of the North Pennines AONB. Overall effects are considered to be positive though as the North Pennines AONB Planning Guidelines includes detailed recommendations for developers to protect air, soil and water resources. This policy requires development to have regard to this guidance as a material planning consideration.	-
<b>14. To reduce waste and encourage the</b>	✓	✓	✓	Probable	Within the North	Direct	The AONB Planning Guidelines stipulate that where existing features cannot be retained, consideration should be given to	-

sustainable and efficient use of materials					Pennines AONB designation area	Potential for permanent effects	translocation or the salvage and re-use of materials like walling stone and stone gateposts. The use of natural and local materials in construction is encouraged with the planning guidelines also promoting the use of reclaimed materials that will result in a significant reduction in the embodied energy of development projects. As the policy requires development to have regard to this guidance as a material planning consideration positive effects are predicted.	
15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment	✓	✓	✓	Certain	Within the North Pennines AONB designation area1615	Direct Potential for permanent effects	<p>The landscape of the North Pennines AONB has been heavily shaped in places by the extraction of its rich mineral resources. Old abandoned lead and fluorspar workings, limestone, sandstone and whinstone quarries are intrinsic to its character and part of its heritage. The continued exploitation of its mineral resources can nevertheless have adverse impacts on its environmental resources, as well as affecting its scenic quality and recreational value. The restrictive nature of this policy is likely to steer major minerals development away from the North Pennines AONB which contributes to protecting landscape character of national importance. In addition, as the policy requires development to have regard to the North Pennines AONB Planning Guidelines acceptable non-major minerals development proposals are more likely to contribute to sustainable minerals development within the North Pennines AONB through for example:</p> <ul style="list-style-type: none"> <li>) Avoidance of visually prominent extraction areas and orientation of working faces to minimise visibility;</li> <li>) Avoiding the breaching of local skylines; and</li> <li>) Minimising disturbance through phased working and restoration.</li> </ul>	-

## Policy 40: Landscape

SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	Minor effect/ no clear link. Whilst this policy seeks to restrict new development in terms of landscape sensitivities, the policy does not prevent the identified housing need from being met.	-
<b>2. To promote strong, secure communities</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	Minor effect/ no clear link. Whilst this policy seeks to restrict new development in terms of landscape sensitivities, the policy does not prevent identified needs being met.	-
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	Minor effect/ no clear link. Whilst this policy seeks to restrict new development in terms of landscape sensitivities, the policy does not prevent identified needs being met.	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	Minor effect/ no clear link. Whilst this policy seeks to restrict new development in terms of landscape sensitivities, the policy does not prevent identified needs being met.	-
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	Minor effect/ no clear link. Whilst this policy seeks to restrict new development in terms of landscape sensitivities, the policy does not prevent identified needs being met.	-
<b>6. To alleviate deprivation and poverty</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	Minor effect/ no clear link. Whilst this policy seeks to restrict new development in terms of landscape sensitivities, the policy does not prevent identified needs being met.	-
<b>7. To develop a sustainable and</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	Minor effect/ no clear link. Whilst this policy seeks to restrict new development in terms of landscape sensitivities, the policy does not	-

diverse economy with high levels of employment							prevent identified needs being met.	
8. To reduce the causes of climate change	0	0	0	-	-	-	Minor effect/ no clear link.	-
9. To respond and enable adaptation to the inevitable impacts of climate change	0	0	0	-	-	-	Minor effect/ no clear link.	-
10. To protect and enhance biodiversity and geodiversity	✓	✓	✓✓	Probable	Countywide	Direct Indirect Permanent	<p>The character and quality of the County's landscape are closely linked to biodiversity because many of the features that contribute most to the character and distinctiveness of the landscape (e.g. trees and hedges, ancient woodlands, a wide variety of flora, pastures and heaths) are also of great importance to ecology as habitats. So much so, it may be the case that certain landscape features are also designated as a Local Wildlife Sites or SSSIs, for instance. As such, it is considered that the approach taken to protect landscape character in this policy will have a positive impact on biodiversity as a result (i.e. protecting priority habitats and consequently protected species as well).</p> <p>Although it is important to avoid harm in the first instance, improvements to biodiversity within the wider landscape (i.e. to achieve 'net gains') should be sought. This could involve both enlarging and linking important habitats that are fragmented or isolated, restoring those which are damaged or degraded, and improving the quality of the surrounding environment. The policy is likely to support this intent by refusing development that would cause 'unacceptable harm' to the character, quality and distinctiveness of the landscape, important features or views, ensure that any adverse impacts on the landscape and visual effects are appropriately mitigated for, ensure areas of areas of high landscape value (AHLV) are conserved and enhanced, as well as requiring regard for the Landscape Character Assessment (CDLCA)/ Landscape Strategy (CDLS) and opportunities for enhancement to local landscapes.</p> <p>As schemes come forward and this policy is implemented, it is</p>	-

							considered that there may be the potential for significant positive effects in the long-term (e.g. cumulative effects of policy implementation and with time for benefits to be realised).	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct Indirect Permanent	<p><u>Landscape</u>: Given the purpose this policy, it is certain that there will be significant positive effects in terms of protecting the County's landscape and as appropriate enhancing it along with important features and views. Specifically the policy will refuse development that would cause 'unacceptable harm' to the character, quality and distinctiveness of the landscape, important features or views, ensure that any adverse impacts on the landscape and visual effects are appropriately mitigated for, ensure areas of areas of high landscape value (AHLV) are conserved and enhanced, as well as requiring regard for the Landscape Character Assessment (CDLCA)/ Landscape Strategy (CDLS) when determining development proposals and seek opportunities for enhancement to local landscapes. As such, in the first instance it will protect the landscape and then seek enhancements in accordance with the evidence and objectives established in these key documents. Both of these requirements will ensure a robust approach to planning within the County's diverse landscapes and that due consideration is given to how best to protect and enhance landscapes in relation to the sensitivities/ priorities of particular areas.</p> <p>In cases where the benefits of the development would outweigh the harm to the special qualities of the landscape, development would be permitted. This only ensures that only development which has significant positive benefits would be allowed, which further aids the protection of the landscape, as any adverse impacts on landscape and visual effects need to be mitigated for.</p> <p><u>Townscape</u>: The protection of the landscape will also have additional benefits to the quality of the setting of townscapes. Although such effects may be more indirect and less significant than those identified directly for the landscape, positive effects are still likely to be secured (e.g. setting, character and quality of local environment).</p>	-
<b>12. To protect and enhance cultural heritage and the</b>	✓	✓	✓	Probable	Countywide	Direct Indirect Permanent	As with biodiversity and townscape objectives, landscape quality and character is critical to the historic environment; particularly in terms of the significance of the setting of designated and non-	-

<b>historic environment</b>							<p>designated assets (e.g. listed buildings, Conservation Areas, local listed assets, etc.). Indeed in some cases the landscape features are inextricable from the historic environment (e.g. Registered Parks and Gardens, scheduled ancient monuments, Registered Battlefields, as well as archaeological assets).</p> <p>As this policy not only requires development proposals to cause no 'unacceptable harm' to the character, quality and distinctiveness of the landscape, important features or views, ensure that any adverse impacts on the landscape and visual effects are appropriately mitigated for, ensure areas of areas of high landscape value (AHLV) are conserved and enhanced, as well as have regard for the objectives of the Landscape Character Assessment (CDLCA)/ Landscape Strategy (CDLS) when determining development proposals, it is considered that this will have direct and indirect positive effects on the historic environment. For instance, directly in terms of protecting or enhancing the significance of an assets or indirectly protecting or enhancing the setting of assets.</p> <p>Moreover the CDLS sets-out clear objectives to promote awareness, understanding and enjoyment of the historic dimension of landscape character in County Durham, support the development of the County Durham Historic Landscape Character Assessment and to promote the conservation of historic landscapes and landscape features.</p> <p>Reference to the HLC furthers the understanding of the Historic Environment. Considering the HLC and LCA together provides the necessary understanding in order to adopt a character-led rather than designation-led approach.</p>	
<b>13. To protect and improve air, water and soil resources</b>	✓	✓	✓	Probable	Countywide	Permanent Indirect	<p>This policy is likely to support the protection and improvement of soil resources by ensuring development is appropriate to its setting and does not cause 'unacceptable ham' to the quality, character and distinctiveness of landscapes across the County. In many instances this will involve rural areas of the County that are in agricultural use (e.g. arable, grassland, forestry etc.); and so by helping to protect and enhancing landscape character and features it will indirectly protect and enhance soil resources (e.g. reduce loss of greenfield sites for development).</p>	-



							Impacts are uncertain in terms of water and air resources.	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	Minor effect/ no clear link. Whilst this policy seeks to restrict new development in terms of landscape sensitivities, the policy does not prevent identified needs being met.	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	Minor effect/ no clear link. Whilst this policy seeks to restrict new development in terms of landscape sensitivities, the policy does not prevent identified needs being met.	-

### Policy 41: Trees, Woodlands and Hedges

SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	There is no direct correlation between the policy and this objective. Having homes in a pleasant landscape with green features could nonetheless contribute to their decency and raise the attractiveness of areas. Conversely, this policy could restrict the number of affordable homes built due to restrictions on impacts on trees and hedges. However, developers should incorporate trees, woodlands and hedges (existing and new) as part of housing infrastructure due to their positive impacts on setting/ amenity/ property values. Overall impacts are likely to be minor.	-

<p><b>2. To promote strong, secure communities</b></p>	<p>✓</p>	<p>✓</p>	<p>✓✓</p>	<p>Certain</p>	<p>Countywide</p>	<p>Direct Indirect Permanent</p>	<p>There is strong evidence to suggest that the retention of trees, woodlands and the creation of new green infrastructure have positive effects upon communities; principally because such GI contributes to sustainable communities and people's quality of life. As such positive effects were identified in terms of directly fostering a sense of place and encouraging engagement (e.g. places to meet and walk, cycle, etc.) as well as indirectly helping to deter crime and enhancing a sense of safety. The management of woodlands is also a key aspect in terms of people's sense of safety in that poor management could lead to a risk of anti-social behaviour and thus a breakdown in community cohesion.</p> <p>This policy will therefore help to secure positive impacts by preventing development from resulting in the harm to valuable GI assets (e.g. whether valuable in terms of landscape, amenity or biodiversity) and ensuring any replacement planting is appropriate, and requiring maintenance and management of assets.</p> <p>The policy also establishes the need for the applicant to demonstrate 'wholly exceptional circumstances and a suitable compensation strategy exists' if harm of high value assets cannot be avoided (i.e. need or benefits outweigh the harm).</p> <p>The policy also ensures that if trees are lost, suitable replacement planting and appropriate provision for maintenance and management will be upheld. Therefore, there is potential for permanent positive effects. As schemes come forward over the plan period and policy requirements are met, there is potential for significant positive effects over the long-term.</p>	<p>-</p>
<p><b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b></p>	<p>✓</p>	<p>✓</p>	<p>✓</p>	<p>Probable</p>	<p>Countywide</p>	<p>Permanent</p>	<p>Trees and woodland (and in particular ancient or veteran trees) provide excellent learning resources; especially for children and young people. Given the requirements to protect and enhance valuable natural assets such as trees, woodlands and hedges it is considered likely that the policy</p>	<p>-</p>

						<p>will help to improve education/ and training across the County and potentially promote lifelong learning.</p> <p>It is also likely that the policy will help to safeguard employment opportunities, particularly in the rural economy, through tourism and wood related industries. These businesses could also provide training and help to maintain a healthy/ diverse/ resilient labour market.</p> <p>The policy further references the 'future management and growth potential' requirements for trees and woodlands, having regard to the sustainability of these natural features that will provide continued learning opportunities.</p>	
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓✓	✓✓	✓✓	Certain	Countywide	<p>Permanent</p> <p>In terms of improving the quality, quantity and access to such important GI other plan policies (e.g. Green Infrastructure and Biodiversity and Geodiversity) set-out the appropriate development requirements.</p> <p>Given the various requirements to protect, maintain and manage valuable natural assets such as trees, woodlands and hedges (and particularly ancient or veteran trees), it is certain that this will have a variety of positive physical and mental health effects; for the following reasons:</p> <p>Trees and woodlands, and green infrastructure in general, contribute immensely to people's quality life. Woodlands for instance are often used for walking, cycling and recreational activities; hence the retention of such assets and spaces will support and contribute to public health agenda/ promotion of healthier lifestyles. Importantly the policy will not permit the loss or deterioration of ancient woodland which could sever routes/ pathways and restrict recreation opportunities.</p> <p>Such valuable green infrastructure assets also play a vital role in improving mental health, indirectly through physical exercise and directly by providing opportunities to relax and 'escape' from stress etc. The natural environment in general has long been associated with improvements in</p>	

							<p>mental health as can be evidenced by studies showing the higher rates of mental health in urban areas rather than rural areas. The management of such areas is also a key aspect in that poor management could lead to a risk of anti-social behaviour and thus a breakdown in community cohesion with potentially negative impacts upon mental health.</p> <p>The policy will have positive impacts upon noise and airborne pollution, helping to intercept/ screen/ soften impacts from development and grey infrastructure. The retention of mature trees within development will also help to shade development and people from the glare of the sun. This is likely to have a positive effect for people helping to maintain a cooler environment, potentially helping to reduce the risk of sun and heat related health issues. This will be particularly important in terms of younger and older people's physical health.</p> <p>The policy further references the 'future management' requirements for trees and woodlands, having regard to the sustainability of these natural features for the continued promotion of healthy lifestyles.</p>	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Possible	Countywide	Indirect	<p>Woodlands as part of the wider Green Infrastructure network can provide a vital link between communities/ services. These spaces can help to reduce car use, if the route is well maintained, and may encourage walking and cycling for utility trips and recreation. Importantly the policy will refuse development if it will result in the loss or deterioration of ancient woodland which will help to maintain connectivity of potential pathways/ routes.</p> <p>However, its impacts are likely to be minor as this policy is not directly linked and much will depend on implementation and maintenance.</p>	-

<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Possible	Countywide	Indirect	By protecting, managing and maintaining trees, woodland and hedges it is likely that this policy will support regeneration schemes by helping to improve the environmental conditions of deprived areas. It may also help to reduce deprivation in terms of health (physical and mental) criteria as well because of the points raised above under objective 3.	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	0	0	0	-	-	-	Minor effect/ no clear link.	-
<b>8. To reduce the causes of climate change</b>	✓✓	✓✓	✓✓	Certain	Countywide	Permanent	The retention of woodlands and trees can have a positive impact upon development by helping to regulate the local climate. Shading offered by mature trees can help to reduce the need for air conditioning, thereby helping to reduce energy demand and CO <sub>2</sub> emissions. In some limited capacity there may be the potential for woodland arisings (as a result of commissioned management activities) to be used as fuel in community heating schemes. Mature and Ancient woodlands provide important carbon sinks. The destruction of which would release its carbon stores back into the atmosphere.	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓✓	✓✓	✓✓	Certain	Countywide	Permanent	The retention of trees, woodland and hedges help to mitigate the impact of localised flooding. Mature woodland especially can help to significantly reduce flooding risk/ surface water run-off and water filtration as water is intercepted by large trees in terms of canopy cover and root systems.  Woodlands trees and hedges all help communities to adapt to climate changes by providing shading. This can be direct shading of people and animals in hot weather or through the shading of buildings, helping to keep buildings cool without the use of mechanical ventilation.  Woodlands, particularly when they are linked together through other Green Infrastructure such as hedges and other trees, can significantly help species adapt to climate	-

							change impacts.	
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓	✓	✓✓	Certain Probable	Countywide	Permanent	<p>Given the intention to protect, maintain and manage trees of high biodiversity value, woodlands and hedges, all of which provide important habitats to rare and common species, it is probable that there will be positive impacts in terms of biodiversity. Importantly the policy also ensures that benefits not only outweigh harm within the site, but also the locality (as appropriate). Further, the policy also requires that any trees, woodlands and/or hedges that are lost due to development, that the appropriate provision for maintenance and management will be provided. This will ensure that these habitats are continued to be maintained and managed which could subsequently have very positive impacts in protecting local biodiversity in the long-term.</p> <p>In reference to hedges the policy is clear that it is the quality and not the quantity of any existing or replacement asset which is important along with the maintenance regime. This will be important to the protection and enhancement of ecology on site and in the locality.</p> <p>Any works carried out to trees in Conservation areas or those covered by Tree Preservation order will be subject to the Council's Tree Management Policy Document which furthers their protection.</p>	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Certain	Countywide	Permeant Direct Indirect	<p>Trees, woodlands and hedges play a vital role in the enhancement, quality, character and distinctiveness of an area; hence any harm, depending upon the site, could result in the degradation of the quality and character of an area, even with replacement planting. In the event were trees and/or woodlands needed to be removed due to development (in wholly exceptional circumstances) a suitable compensation strategy would need to be in place. This further protects the designated Ancient Woodland, Protected Trees and Hedges within the landscape and townscape, therefore directly and indirectly helps to protect</p>	

							the quality and character of the landscape and townscape.	
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓	✓	✓✓	Certain Probable	Countywide		<p>The retention of ancient woodland and mature trees and hedges can play a vital role in the 'significance' and setting of designated and non-designated assets (e.g. listed buildings, ancient monuments, Conservation Areas, locally important buildings/ structures). For any new development in close proximity to trees and/or woodlands, an adequate stand-off distance between these natural features and the new development is required to prevent any future conflict. This will ensure any ancient and/or veteran trees and protected from harm. In addition to ensuring harm to such an environment is either avoided or minimised, the policy specifically clarifies that works affecting trees in Conservation Areas or those covered by a TPOs will be determined in accordance to the Council's Tree Management Plan.</p> <p>Overall therefore, this policy is will positively contribute to protecting and managing the historic environment whilst meeting development needs, in addition to allowing the growth potential of these natural assets.</p> <p>These measures will ensure that the historic environment is continued to be maintained, both in the present and future, which could subsequently have very positive impacts in protecting the historic environment in the long-term.</p>	
<b>13. To protect and improve air, water and soil resources</b>	✓✓	✓✓	✓✓	Possible	Countywide	Permanent	<p><u>Air:</u> By ensuring the protection and maintenance of trees, woodlands and hedges the policy will help to protect and potentially improve air quality across the County. This is because such GI assets intercept/ screen airborne pollutants from development and grey infrastructure.</p> <p><u>Water:</u> The retention of trees, woodlands and hedges within development is likely to mitigate the leaching of pollutants into the groundwater system. In contrast the removal of species could potentially increase the leaching of pollutants substantially if woodlands exist in areas of suffering from ongoing or existing pollution issues. As such this policy will have positive effects.</p> <p><u>Soil:</u> Trees, woodlands and hedges play a vital role in</p>	-

							preserving soil and soil quality. As this policy seeks to retain/ protect such GI assets and ensure their maintenance it will support the protection and improvement of soil resources across the County.  In combination it is considered that there is potential for significant positive effects on air, water and soil resources.	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	Minor effect/ no clear link.	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	Minor effect/ no clear link.	-

### Policy 42: Biodiversity and Geodiversity

SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No clear link between the incorporation of biodiversity and provision of affordable/decent housing. Developers will be required to contribute towards the provision of both.	-



2. To promote strong secure communities	✓	✓	✓	Probable	Countywide	Direct Permanent	<p>In the event that enhancements to biodiversity are achieved by this policy as a result of incorporating measures to retain and enhance biodiversity within or around sites, consolidation of networks and implementation of local partnership plans it is considered that this policy will derive direct and certain positive effects in relation to encouraging a sense of community and wider engagement in community activities.</p> <p>By requiring developers to contribute to the implementation of management plans derived by local partnerships, this policy could help to strengthen the resolve and potentially engagement with such groups which in the case of the North East Local Nature Partnership aims to bring together a wide range of organisations including community organisations. Other possible, positive effects are as follows:</p> <ul style="list-style-type: none"> <li>) May help to encourage community activity in relation to conservation of biodiversity in new developments and increase community volunteering opportunities at local wildlife sites/reserves.</li> <li>) Contribution toward the consolidation and development of local ecological networks may help to reduce incidents of anti-social behaviour and vandalism at local nature reserves and local wildlife sites.</li> <li>) The incorporation of biodiversity and green space in general with development can contribute to a sense of safety and security if carefully designed and maintained where appropriate.</li> </ul> <p>By implementing SOC1 will encourage all users (addressing the needs of people with disabilities and reduced mobility) to enjoy and access geological features. This could help promote access and community activities to help further the certainty in the objective.</p>	<p><b>SOC1: Amend policy text: ‘...Durham Geodiversity Audit and where appropriate promote <u>safe and suitable</u> access, appreciation and interpretation of geodiversity for all users.’</b></p>
3. To improve education, training and life-long learning, and maintain a healthy labour market				✓	✓	✓	Probable	Countywide

<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Probable	Countywide	Direct Permanent	The positive correlation between access to nature (both biodiversity and geodiversity) and mental and physical health is widely reported. This correlation is recognised by the Government's Natural Environment White Paper which acknowledges that human health and happiness suffer when people lose their sense of contact with it. <sup>62</sup> Contribution to biodiversity action plans and management plans of local partnerships may also help to improve access between and within wildlife sites and other green spaces which could result in recreational benefit to residents. This may particularly be of benefit to those on lower incomes who may be less able to travel further to access nature. By implementing SOC1 could help promote safe access and education of these features that can lead to improved physical and mental health of all users.	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Possible	Countywide	Indirect Potential for permanent effects.	The enhancement of biodiversity and wildlife corridors may improve the connectivity of walkways and cycleways in the County and could help to encourage active travel. Implementation of SOC1 ensures access is safe and suitable should encourage the implementation of sustainable access, potentially enhancing measures that could reduce the need to travel to access nature by private car, or the distances involved as better quality habitat and wildlife may be in closer proximity to residents.	
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Possible	Countywide	Indirect Potential for permanent effects.	The incorporation of biodiversity within or around new development may contribute to the attractiveness of settlements and as such can contribute to improving degraded environments. In addition, such incorporation may also allow those on lower incomes to more easily access, appreciate and interpret nature.	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for Permanent effects	The protection and enhancement of biodiversity will contribute to a high quality and attractive environment. This will contribute towards safeguarding and enhancing the draw the County has for visitors, those choosing to move to the County and their associated spend and wider contribution to the economy. In addition, ensuring measures are compatible with existing ecosystems will help to ensure that the existing economic benefits that are derived by well-functioning ecosystem will not be compromised by inappropriate measures.	-

<sup>62</sup> HM Government (June 2011) The Natural Choice: Securing the Value of Nature

							Whilst it is recognised that in some circumstances, the protection of biodiversity could constrain the location of development required to support economic growth, in most circumstances it is considered likely that significant harm to biodiversity can be avoided and developments can proceed by considering for example, suitable alternative locations or applying appropriate mitigation measures and strategies or compensation measures as a last resort. This is recognised within the policy text.	
<b>8. To reduce the causes of climate change</b>	✓✓	✓✓	✓✓	Probable	Countywide . Specific implications for proposals in the West of the County (protection and restoration of peat).	Direct Permanent	This policy is particularly positive in its recognition of the importance of the protection and restoration of the County's peatlands which is an important carbon storage and sequestration in the County. The supporting text highlights that through the Peatland Programme and Carbon Connects Project, 25,000 hectares of blanket bog will be restored, helping reduce the causes to climate change. The protection and enhancement of biodiversity will also contribute directly to the absorption of carbon and indirectly through the provision of an attractive environment which may encourage active forms of travel and reduce associated greenhouse gas emissions. ENV1 should be implemented to further the resilience of peatlands to climate change and ensure consistency with the policy text.	ENV1: Amend supporting text wording: '...there should be no further loss or deterioration of peatlands...'
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓	✓	✓	Certain	Countywide	Direct Potential for Permanent effects	The incorporation of biodiversity within development and contribution to local ecological networks can contribute positively to the retention of storm and flood waters and provide shading. ENV2 should be implemented to ensure the resilience of biodiversity and geodiversity in the future.	ENV2: Amend policy text: '...contribute to the <u>present and future</u> resilience of local ecological networks.'
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct Potential for permanent effects.	This policy is compatible with this SA objective. The support text highlights the differing requirements specific to the hierarchy of international, national and locally designated sites in addition to these being addressed through both the Internationally Designated Sites policy and the Protected Species and Nationally and Locally Protected Sites policy.  The policy also goes above and beyond the protection the NPPF requirements ensuring that where significant harm is caused to biodiversity or geodiversity, there is appropriate mitigation	<b>ENV3: Amend policy to combine paragraphs 2 and 4: 'Proposals for new development will be expected to minimise impacts on biodiversity by retaining and enhancing existing</b>

						<p>strategies. This infers that more than the 'bare minimum' will be done to protect these sites. Where there is a loss or deterioration of irreplaceable habitats, this would only be permitted in wholly exceptional circumstances and where a suitable compensation strategy exists. The implementation of ENV3 consolidates the policy and avoids repetition. These amendments highlight the further aid the protection of biodiversity assets and features, furthering the certainty in this objective.</p> <p>The policy is also supportive of the NPPF (paragraph 176 (d) and the 25 Environmental Plan (pg.32), stating that net gains in biodiversity are achieved in biodiversity. This will ensure these assets are enhanced establishing coherent ecological networks.</p> <p>The policy specifically recognises that geological features are expected to be protected and this will be through and have regard to the Geodiversity Action Plans and the Durham Geodiversity Audit.</p>	<p><b>biodiversity assets and features</b>  <b>(INSERT FOOTNOTE: This can be achieved by contributing to the consolidation and development of local ecological networks, and the implementation of the biodiversity and geodiversity action plans and management plans of local partnerships including working across local authority boundaries at a catchment or landscape scale)</b>  and provide net gains for biodiversity including by establishing coherent ecological networks.  <b>Measures should be appropriate, consistent with the biodiversity of the site and contribute to the resilience of ecological networks.</b></p>	
<b>11. To protect and</b>	✓	✓	✓	Probable	Countywide	Direct and	The protection and incorporation of biodiversity to new development	-

enhance the quality and character of landscape and townscape						indirect effects. Potential for permanent effects.	as required by the policy is likely to contribute positively to the attractiveness of the County's landscapes and townscapes. The application of the policy may also contribute indirectly towards safeguarding some of the County's most valued landscapes such as the North Pennines Area of Outstanding Natural Beauty which is also of high biodiversity value.	
12. To protect and enhance cultural heritage & the historic environment	✓	✓	✓	Possible	Countywide	Indirect Potential for permanent effects.	The protection and incorporation of biodiversity to new development as required by the policy can indirectly contribute positively to the setting of heritage assets and to protecting archaeological features which are best preserved in situ.	-
13. To protect and improve air, water and soil resources	✓	✓	✓	Certain	Countywide albeit elements which refer to the protection and restoration of peat pertain predominantly to west and parts of North Durham.	Direct Potential for permanent effects.	<p><b>Air</b> – The protection and enhancement of biodiversity as required by the policy will ensure that trees and vegetation will be able to continue and potentially increase absorption of pollutants from the air through leaf uptake and contact removal. The contribution of biodiversity to the provision of an attractive environment can also indirectly encourage active forms of travel and reduce associated emissions to air.</p> <p><b>Water</b> – The protection and provision of biodiversity will protect and possibly increase current storm water and normal runoff infiltration rates, helping to prevent pollutants from being transported to surface waters and reducing pressure on sewerage systems. The natural infiltration capabilities of biodiversity can also improve the rate at which groundwater aquifers are replenished. Peat plays an important role in maintaining water quality, therefore the policies' commitment to protecting and restoring peatlands will contribute to positive effects. Ensuring development contributes to consolidating and developing ecological networks includes river corridors. Accordingly this policy may also contribute to improving the biological quality of rivers.</p> <p><b>Soil</b> – The protection of biodiversity will minimise the loss of land to development and in doing so help protect County Durham's soil resources and function. The enhancement and extension of biodiversity and associated networks will also help to improve soil fertility, structure (reducing soil erosion) and water carrying capacity. The commitment in the policy to ensuring the protecting and restoration of peatlands is also compatible with the objective to</p>	-

							protect and improve soil resources.	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	0	0	0	-	-	-	No clear link	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	✓	✓	✓	Certain	West Durham	Direct Potential for Permanent effects	The policy reference to protecting and restoring peatlands will contribute to directing mineral site proposals away from sensitive habitats in County Durham.	-

### Policy 43: Internationally Designated Sites

Table 43 Policy 43: Internationally Designated Sites								
SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	0	0	0	-	-	-	The requirement to protect the integrity of Internationally Designated Sites, as reflected in the policy will constrain the location of housing. However, given the geographic area of the County and location of Internationally Designated Sites, housing delivery is unlikely to be constrained to the extent that meeting County Durham's overall housing need will be affected.	-

<b>2. To promote strong secure communities</b>	✓	✓	✓	Possible	Communities of East Durham and visitors to the Heritage Coast	Indirect  Permanent  (Due to following policy wording: 'land identified and/or managed as part of any mitigation or compensation measure should be maintained in perpetuity. Development proposals which have an adverse impact on mitigation or compensation measures will not be allowed)	<p>Natural England's Site Improvement Plans for the coastal Internationally Designated Sites within County Durham identify public access / disturbance as a threat and pressure.<sup>63</sup></p> <p>Where recreational pressure to coastal SAC/SPA's could occur as a result of new development, the supporting text indicates that further guidance is available to help developers counteract adverse effects</p> <p>Counteracting measures within the guidance include access management along the coast which may contribute towards reducing instances of inappropriate access to the coast cited in the Heritage Coast Management Plan such as unmanaged pedestrian access, horse riders illegally utilising footpaths and anti-social activities such as illegal vehicle use e.g. motorcycles.<sup>64</sup> All of which can adversely affect community interaction and sense of safety and security</p> <p>Other measures include the improvement of existing areas of green space principally to the benefit of dog walkers which may contribute towards enhancing a sense of safety and security and will provide opportunities for social interaction, thereby contributing to community cohesiveness. Please note that the criteria for selecting suitable green space sites as mitigation ensures that the use of the site for dog walking purposes would not be in conflict with other existing uses of the site.</p>	-
<b>3. To improve education, training and life-long learning, and maintain a healthy</b>	✓	✓	✓	Certain	Countywide and beyond in relation to visitors from	Indirect  Permanent	Protection of Internationally Designated Wildlife Sites will protect biodiversity as a lifelong learning resource. In particular, the protection of sites which are dually designated as National Nature Reserves will be particularly positive as Natural England organise and hold programmes of	-

<sup>63</sup> Natural England (2014) [Site Improvement Plan: Durham Coast](#) (SIP069) & Natural England (2015) [Site Improvement Plan: Northumberland Coastal](#) (SIP157)

<sup>64</sup> Heritage Coast Staff Unit (2018) [Durham Heritage Coast Management Plan 2018-2025](#) Durham Heritage Coast Partnership

labour market					outside of the County		<p>educational activities and events linked to these sites. (Castle Eden Dene SAC, Thrislington SAC and Moorhouse Upper Teesdale SAC)</p> <p>Where development proposals are likely to lead to an increase in recreational pressure upon Natura 2000 sites which are sensitive to such pressure, counteracting measures (outlined in the HRA: Developer Guidance and Requirements document) include those relating to education and awareness raising to residents and visitors of the qualifying species and their habitat. For example, improved interpretation boards and signage at key access points to the coast.</p>	
4. To reduce health inequalities and promote healthy lifestyles	✓	✓	✓	Possible	Communities of East Durham	<p>Indirect and Permanent</p> <p>(Due to following policy wording: 'land identified and/or managed as part of any mitigation or compensation measure should be maintained in perpetuity. Development proposals which have an adverse impact on mitigation or compensation measures will not be allowed)</p>	<p>Where developers contribute to strategic counteracting measures outlined within the HRA: Developer Guidance and Requirements document to offset recreational pressure the measures will not prohibit appropriate access to and enjoyment of the coast and the physical and mental wellbeing benefits that can be derived. Rather the measures will seek to influence the behaviour of visitors, particularly dog walkers in sensitive areas along the coast.</p> <p>Where housing developments are proposed within 6km of coastal designations developers should also incorporate or enhance existing areas of green space within 400-500 metres of the development to encourage the use of such areas for recreation and physical activity. This may contribute positively to increasing activity levels effects and use of areas which may currently be underused due to issues such as negative perceptions of personal safety and/or whether the site is appropriate for dog walking etc.</p>	-



<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Possible	East Durham  West Durham	Indirect and Permanent  (Due to following policy wording: 'land identified and/or managed as part of any mitigation or compensation measure should be maintained in perpetuity. Development proposals which have an adverse impact on mitigation or compensation measures will not be allowed')	<p>Where developers contribute to strategic counteracting measures outlined within the HRA: Developer Guidance and Requirements document there are potential benefits to be derived as a result of the improvement of areas of informal greenspace in terms of enhancing the accessibility, connectivity and use of public rights of way and cycleways that may lead from such areas of informal greenspace. Furthermore, the improvement of such areas may reduce the number of car journeys to the coast for dog walking purposes if suitable areas of green space exist within 400-500 metres of new housing.</p> <p>This policy will require the habitat regulations assessment of transport schemes, including sustainable transport schemes that fit the criteria of this policy. However, the policy should not constrain schemes that are able to conclude no significant adverse effects upon the integrity of the SAC/SPA in question. Schemes that would increase visitor numbers to the coast will be required to contribute to mitigation measures.</p> <p>Requiring development proposals which could have an adverse effect upon Internationally Designated sites to be subject to a habitats regulations assessment should ensure that development proposals are not permitted that would significantly exceed critical thresholds identified for certain air pollutants to sites sensitive to air pollutants. This may indirectly encourage developers / operators to adopt sustainable travel plans or consider alternative means of transportation to reduce vehicle emissions to sites within 200 metres of roads.</p>	-
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Possible	East Durham	Indirect  Potential for permanent effects.	The location of Internationally Designated Wildlife sites and areas of deprivation coincide in the coastal area. Whilst the policy may require development that would further aid regeneration initiatives in this area to contribute to strategic counteracting measures, the measures in themselves are considered unlikely to overly restrict regeneration activity. Positive effects are predicted overall as contributions that may be received towards the improvement of existing areas	-

							of greenspace will contribute towards improving environmental and social conditions.	
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Probable	Countywide	Direct  Potential for Permanent effects	Whilst economic impacts are not going to be uniform and the requirement to protect the integrity of Internationally Designated Sites, as reflected in the policy may constrain the location or expansion of development required to support economic and tourism growth and the associated provision of employment, the policy is supportive of developing a 'sustainable' economy. A sustainable economy is an economy which is able to grow but not at the expense of the environment that supports it. The wildlife and associated natural beauty of Durham's coastline and the western uplands where the vast majority of Internationally Designated sites are located are a major contributor to County Durham's tourism economy. Therefore, their protection from inappropriate forms of development will contribute positively to the longer term sustainability of the economy.	-
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Probable	Countywide	Indirect  Potential for permanent effects	<p>This policy will contribute positively to the objective in the following ways:</p> <p>The protection of Internationally Designated Wildlife sites in the west of the County will indirectly protect the County's peatlands which are an important carbon sink. The policy will also protect wooded areas such as Castle Eden Dene SAC which contributes towards carbon absorption.</p> <p>Requiring development proposals that have the potential to have an adverse effect upon Internationally Designated Wildlife sites to be subject to a habitats regulations assessment should ensure that proposals are not permitted that would significantly exceed critical thresholds identified for certain air pollutants to sensitive Internationally Designated Wildlife sites. This may indirectly encourage developers to adopt sustainable travel plans or consider alternative means of transportation to reduce vehicle emissions (and thereby carbon emissions).</p> <p>This policy will require the habitat regulations assessment of</p>	-

							renewable energy schemes that fall within the criteria of this policy. However, major scale wind turbine proposals for example in upper Teesdale and Weardale are already likely to be constrained by the AONB designation. This policy will not constrain schemes that are able to conclude no significant adverse effects likely.	
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓	✓	✓	Certain	East Durham West Durham South Durham	Direct. Potential for permanent effects	<p>Requiring development proposals that have the potential to have an adverse effect upon Internationally Designated Wildlife sites to be subject to habitats regulations assessment should ensure that proposals are not permitted that would compromise the ability of habitats or species to adapt to climate change or increase the severity of climate change effects to species.</p> <p>In particular, the likelihood inferred in the policy that it may not be possible to mitigate proposals within 400 metres of sites should ensure that development does not exacerbate existing rates of coastal squeeze which reduces the available habitat for qualifying species of coastal sites. Available habitat is already subject to gradual loss as a result of natural coastal retreat, the rates of which may increase due to the effects of climate change. The policy also contributes to locating new development away from the immediate coastal zones, which will safeguard against potential future coastal flooding events.</p>	-
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓✓	✓✓	✓✓	Certain	East Durham West Durham South Durham	Direct  Potential for permanent effects.	<p>Compatible with SA objective. The policy will ensure the appropriate protection of Internationally Designated Wildlife sites from development proposals which could result in harm to qualifying species and habitats. Contributions towards effective strategic counteracting measures where increased recreational pressure is identified may also go some way towards addressing existing levels of pressure and disturbance to coastal sites in particular.</p> <p>However, in order to further improve the clarity of the policy, the importance of the counteracting measures that have been identified within guidance could be further highlighted within the policy text.</p>	<b>ENV1: Suggest adding the following text: In determining whether a plan or project will have an adverse effect on the integrity of a site, the implementation of identified strategic measures can be considered</b>

								during the Appropriate Assessment to counteract effects.
11. To protect and enhance the quality and character of landscape and townscape	✓	✓	✓	Probable	East Durham West Durham	Indirect  Potential for permanent effects.	The refusal of development which cannot demonstrate that there would be no adverse effects on the integrity of Internationally Designated sites may indirectly contribute to the protection of landscape character and quality associated in particular with the North Pennines AONB and the Durham Heritage Coast.	-
12. To protect and enhance cultural heritage & the historic environment	✓	✓	✓	Probable	East Durham West Durham	Indirect  Potential for permanent effects.	The refusal of development which cannot demonstrate that there would be no adverse effects on the integrity of Internationally Designated sites may indirectly contribute to the protection of cultural and heritage assets associated in particular with the North Pennines AONB and the Durham Heritage Coast.	-
13. To protect and improve air, water and soil resources	✓	✓	✓	Certain	Countywide	Indirect  Potential for permanent effects.	<p><b>Air</b> – Requiring development proposals that have the potential to have an adverse effect upon Internationally Designated Wildlife sites to be subject to a habitats regulations assessment should ensure that proposals are not permitted that would significantly exceed critical thresholds identified for certain air pollutants to sensitive Internationally Designated Wildlife sites. Where developers choose to improve areas of green space near to new development there is also potential for a reduction in vehicle emissions to air associated with journeys to the coast for dog walking purposes.</p> <p><b>Water</b> – Requiring development proposals that have the potential to have an adverse effect upon Internationally Designated Wildlife sites to be subject to a Habitat Regulations Assessment should ensure that development proposals are only permitted which do not significantly affect the quantity and quality of surface or ground water sources</p>	-

							to water dependant Natura 2000 sites.  <b>Soil</b> – Requiring development proposals that have the potential to have an adverse effect upon Internationally Designated Wildlife sites to be subject to a Habitat Regulations Assessment should ensure that development proposals are only permitted which do not significantly affect the soil function or resource relied upon by qualifying species of Natura 2000 sites e.g. peatlands and blanket bog	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	✓	✓	✓	Probable	Countywide	Direct Potential for permanent effects	The policy will contribute toward reducing the adverse impact of waste management facilities to acceptable levels by only permitting proposals that do not have an adverse effect on the integrity of Internationally Designated Wildlife sites.	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	✓	✓	✓	Probable	Countywide	Direct Potential for Permanent effects	The policy will contribute toward reducing the adverse impact of minerals processing and extraction to acceptable levels by only permitting proposals that do not have an adverse effect on the integrity of Internationally Designated Wildlife sites. . The policy in reflecting legislation and requiring a habitats regulations assessment to be undertaken is also likely to influence the restoration of sites by ensuring that such proposals are appropriate to the locality. Whilst the policy may restrict the location of new minerals working or expansion of existing sites to some extent it is considered unlikely that the identified need for minerals will not be met due to the extent of minerals reserves within the region.	-

## Policy 44: Protected Species and Nationally and Locally Protected Sites

Table 44 Policy 44: Protected Species and Nationally and Locally Protected Sites								
SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	0	0	0	-	-	-	This policy may constrain the location of housing but will not affect the proportion of affordable housing that is delivered or housing decency.	-
2. To promote strong secure communities	✓	✓	✓	Probable	Countywide	Indirect  Potential for permanent effects	This policy will indirectly protect the community benefits associated with nationally and locally designated wildlife sites within County Durham which are publicly accessible and of community value.	-
3. To improve education, training and life-long learning, and maintain a healthy labour market	✓	✓	✓	Probable	Countywide and beyond in relation to visitors from outside of the County	Indirect  Permanent	The protective nature of the policy towards protected species and Nationally and Locally Protected Sites will protect biodiversity as a lifelong learning resource. In particular, the protection of National Nature Reserves from development which may have an adverse effect will be particularly positive as Natural England often organise and hold a programme of educational activities and events linked to these sites. (i.e. Castle Eden Dene NNR, Thrislington NNR and Moorhouse Upper Teesdale NNR)	-
4. To reduce health inequalities and promote healthy lifestyles	✓	✓	✓	Probable	Countywide	Direct  Permanent	The protection of Nationally and Locally designated wildlife sites will contribute towards protecting the recreational opportunities provided by those sites which are publicly accessible. In addition, the positive correlation between access to nature and mental and physical health is widely reported. This correlation is recognised by the Government's Natural Environment White Paper which acknowledges that human	-

							health and happiness suffer when people lose their sense of contact with it. <sup>65</sup>	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Possible	Countywide	Indirect  Potential for permanent effects.	The protection of Nationally and Locally protected sites may indirectly protect public rights of way and cycleways associated with these sites.	-
<b>6. To alleviate deprivation and poverty</b>	0	0	0	-	-	-	No significant effect – the protection of nationally and locally protected sites and species will ensure that environmental conditions in deprived areas will not worsen but the policy is unlikely to improve upon existing conditions.	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for Permanent effects	<p>The protective nature of the policy towards protected species, priority species and Nationally and Locally Protected Sites will contribute to a high quality and attractive environment. This in turn will contribute towards safeguarding and enhancing the draw the County has for visitors, those choosing to move to the County and their associated spend and wider contribution to the economy.</p> <p>In addition, the recognition of the importance of local sites within the policy, which due to their geographical spread make them best placed to work for biodiversity at a landscape level will contribute the most to protecting and enhancing ecosystem services and the associated economic benefits that are derived by a well-functioning ecosystem. The Economics of Ecosystems and Biodiversity study shows that protected natural areas can yield returns many times higher than the cost of their protection.<sup>66</sup></p> <p>However, it is recognised that in some circumstances, the protection of such sites and species could constrain the location of development required to support economic growth. Whilst, this may be the case, this policy along with the overarching Biodiversity and Geodiversity policy set a clear</p>	-

<sup>65</sup> HM Government (June 2011) The Natural Choice: Securing the Value of Nature

<sup>66</sup> TEEB (2012) The Economics of Ecosystems and Biodiversity in Local and Regional Policy and Management Earthscan

							<p>framework to developers regarding what would need to be demonstrated to enable the consent of proposals i.e.</p> <ol style="list-style-type: none"> <li>1. Apply hierarchy of avoidance, mitigation and compensation</li> <li>2. Where nationally or locally designated sites may still be affected ensure benefits outweigh harm; and</li> <li>3. Where European protected sites may be demonstrably affected ensure that there are imperative reasons of overriding public interest.</li> </ol> <p>Such guidance if followed correctly will help to minimise the number of unsuitable proposals being put forward and will increase the likelihood of such consent being granted.</p>	
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Certain	Countywide	Direct Permanent	<p>The protection of nationally and locally protected sites will contribute towards safeguarding areas of the County which act as important carbon sinks.</p> <p>Whilst this policy may constrain the location of renewable energy proposals, this is not considered to be a significant issue. For example, wind turbine proposals in upper Teesdale and Weardale or along the Durham coastline are already likely to be constrained by the North Pennines AONB designation and the Durham Heritage Coast definition. This policy will also not constrain proposals that are able to demonstrate that their benefits outweigh harm and that they can provide appropriate mitigation and/or compensation.</p>	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓	✓	✓	Certain	Countywide	Direct Potential for Permanent effects	<p>The protection provided by the policy to sites, protected species and their habitats will contribute to minimising other sources of harm to species and therefore their ability and capacity to adapt to climate change.</p> <p>The policy will also protect areas of green infrastructure which contribute toward the natural retention and storage of storm and flood waters and provision of shading.</p>	-
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓	✓	✓	Certain	Countywide	Direct Potential for permanent effects.	<p>The policy will contribute towards the protection of protected species and nationally and locally protected sites. The policy also makes clear that it does not apply to such sites where they are a component of an internationally designated site as differing assessment and protection criteria apply in these</p>	<b>ENV1: Reword policy to avoid any limitations being placed on the achievement</b>



							circumstances.  However, as drafted the policy requires mitigation/compensation measures to deliver clear net gains for designated sites but in respect of protected species, potentially limits the achievement of net gains through wording which seeks the maintenance of viable populations but only provides opportunity for their expansion where possible. The policy should be re-worded to address this, thereby improving upon the positive effects predicted.	<b>of net gains in respect of protected species</b>
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Probable	Countywide	Indirect effects  Potential for permanent effects.	The protection of protected species and nationally and locally protected sites will indirectly afford protection to areas of landscape value.	-
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	✓	✓	✓	Probable	Countywide	Indirect  Potential for permanent effects.	The protection of protected species and nationally and locally protected sites will indirectly afford protection to cultural and heritage assets in respect of for example, their setting or to protecting archaeological features which are best preserved in situ.	-
<b>13. To protect and improve air, water and soil resources</b>	✓	✓	✓	Certain	Countywide	Indirect  Potential for permanent effects.	<b>Air</b> – In considering factors which impact upon the ability of protected species to survive and thrive, developers may need to consider and demonstrate that their development will not exceed critical thresholds, thereby indirectly protecting air quality. The protection of nationally and locally designated sites will also contribute to safeguarding vegetation which absorbs pollutants. <b>Water</b> – In considering factors which impact upon the ability of protected species to survive and thrive, developers may need to consider and demonstrate that their development will not impact upon water quality where protected species are dependent upon such. The protection of nationally and locally designated sites will also contribute to the protection of watercourses and features such as ponds and lakes where these are a component of a designated site.  <b>Soil</b> – In considering factors which impact upon the ability of	-

							protected species to survive and thrive, developers may need to consider and demonstrate that their development will not impact upon overall soil quality and function, thereby indirectly protecting soil resources. The protection of designated land will also minimise the loss of associated soil resources to development.	
14. To reduce waste and encourage the sustainable and efficient use of materials	0	0	0	-	-	-	No clear link	-
15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment	✓	✓	✓	Certain	Countywide	Direct  Potential for Permanent effects	The policy will contribute towards reducing the adverse impact of minerals processing and extraction upon the environment and biodiversity in particular.	-

### Policy 45: Historic Environment

Table 45 Policy 45: Historic Environment								
SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	0	0	0	Probable	Countywide	Indirect  Permanent	There is no direct link between the policy and this objective.  However, it is possible that the policy requirements could restrict the number of affordable homes that are able to be built as part of any proposed new development scheme. This is because the policy expects development to sustain the significance of designated and non-designated heritage assets, including any contribution made by their setting. Development proposals are also expected to contribute	-

							<p>positively to the built and historic environment and to seek opportunities to enhance and better reveal the significance/ understanding of heritage assets whilst improving access where appropriate.</p> <p>However, the supporting text sets-out clearly what information and to what detail the applicants are expected to reference and clearly respond to adopted in the event that development is likely to impact about the historic environment (e.g. Heritage Statement). Applications would need to be dealt with on a case by case basis.</p>	
<b>2. To promote strong, secure communities</b>	✓	✓	✓	Possible	County Durham	Indirect Permanent	<p>This policy requires new development to sustain or enhance the significance of the County's varied historic environment; have regard for the contribution made by its setting; as well as better reveal our understanding of heritage assets whilst improving access where appropriate. Potential enhancement, promotion and access to the County's designated and non-designated assets has the potential to increase cultural awareness, promote a mutual understanding of cultural/ community groups and encourage a sense of community. The policy also recognises the role of neighbourhood plans in terms of identifying locally important assets and buildings 'at risk'; thereby the policy indirectly contributes towards community engagement.</p> <p>The historic environment is also important in shaping places and people's sense of identity. As such, protecting the historic environment enhances and improves the social benefits especially in relation to education, recreation and leisure opportunities.</p> <p>No impact in terms of community safety, (fear of) crime or impacts of HGVs.</p>	-
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Possible	County Durham	Direct Permanent	<p>The historic environment is a valuable learning resource for formal and informal learning opportunities at all ages. The sustainable management of it, as well as reducing the number of assets 'at risk', will have positive effects in terms of maintaining and enhancing this important resource for future generations. The supporting text recognises the social</p>	<b>SOC1: "If the loss of the whole or part of a heritage asset is accepted, <u>only where it is necessary to</u></b>

							<p>benefit of this.</p> <p>Requiring development proposals to sustain and enhance the ‘significance’ of designated assets is a robust approach and one that prioritises the protection of the character and ‘special interests’ of particular assets (i.e. the elements that hold the heritage value’ and why an asset is designated). It is such features of a listed building, scheduled monument, conservation area, for instance, which hold the innate educational value as they illustrate/ commemorating something from our shared past: e.g. architectural, cultural, historical, communal values.</p> <p>The policy also requires a robust approach towards archaeological assets, which holds important evidential value (i.e. opportunity to learn about historical practices, way people lived, etc.). Specifically it states that non-designated archaeology (where it is of demonstrable equivalent significance of a scheduled monument) will be subject to the same criteria as designated assets; with a preference to maintain assets in situ, but where this is not necessary, for assets to be appropriately excavated and recorded with the results fully-analysed and made publicly available. SOC1 should be implemented to highlight under which circumstances the loss of whole or part of a heritage asset would be accepted, in line with the NPPF. This ensures that even if the historic asset is not in situ, the asset will still be available in forms of evidence and/or archives generated. This further preserves the historic environment/archives and/or evidence for learning and educational means for future generations.</p>	<b>achieve substantial public benefit, conditions...</b>
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Probable	County Durham	Directly Indirect Permanent	The policy is likely to directly and indirectly have physical and mental health benefits for residents and visitors to the County. This is because the retention and restoration of historic assets, especially Registered Parks and Gardens, is likely to contribute to improving people’s wellbeing and support healthy lifestyles by protecting open/green space and sustaining the distinctiveness of local communities. Historic environment designations (e.g. listed buildings and	-

							<p>conservation areas), as long as they are well maintained, can also have a positive effect on people's mental health/pride in their area. As such, by protecting and enhancing assets and their settings, as well as seeking to reduce the amount of heritage at risk, will indirectly contribute towards benefits in this regard.</p> <p>By protecting and seeking enhancement to the setting of assets could also indirectly afford protection to open space/ multi-user routes etc.; hence helping to preserve access to leisure opportunities/ active recreation/ healthier lifestyles, as noted in the supporting text.</p> <p>Although the policy does not relate to improvement in the energy efficiency of buildings, in many instances, people living in listed buildings could be suffering from fuel poverty due to the amount spent on fuel. As such this policy through seeking to make secure improvements to listed buildings (particularly those which are at risk) are likely to improve their energy efficiency. However, the extent to which this is possible will be determined by availability of funding.</p> <p>No impact in terms of access to healthcare facilities or reducing health inequalities.</p>	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	<b>0</b>	<b>0</b>	<b>0</b>	Probable	County Durham	Indirect	<p>There is no direct link between the policy and this objective. Sustaining and enhancing the significance of the County's historic environment assets as well as protecting their setting and potentially improving access could increase sites' attractiveness as a visitor destination. As such there is potential for this policy to indirectly increase the number of trips made. However, the specific transport effects will depend on what mode of transport is taken. Any development which enhances the assets could also include obligations and accompanying investment which promotes sustainable and active travel.</p> <p>The sustainable management of listed buildings or redevelopment of buildings 'at risk' could also ensure the continued use or re-use of a building; and depending on the end use, it could provide an improvement to local facilities/ services and as such reduce the need to travel.</p>	-

							Overall impacts are likely to be minor.	
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Possible	Countywide	Direct Permanent	<p>There is some scope for the historic environment to contribute towards local regeneration initiatives and improve economic, social and environmental conditions. In particular the commitment to reduce the number of heritage assets 'at risk', which can be located in deprived areas due to lack of investment opportunities and incentives to maintain/ repair them, is likely to indirectly help regenerate areas.</p> <p>Sustaining and enhancing the significance of designated and non-designated assets, including their setting, as well as improving access where possible could help to encourage visitors to an area. As such, development associated with this policy could indirectly provide some employment/ training opportunities; depending on the scale and type of development.</p> <p>Although the policy requires the retention of the character and special interest of listed/ historic buildings when considering alternative uses, it does not restrict re-development or change of use. SOC1 should be implemented to highlight where a loss of whole or part of a heritage asset would be accepted, in line with the NPPF. Where such buildings are adapted into work units or business premises, this could help to alleviate deprivation by creating employment.</p>	
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓✓	Probable	Countywide	Direct Indirect Permanent	<p>Although the significance of such assets and their setting should be sustained and enhanced through appropriate sustainable management because of its innate value, the historic environment is an essential element of the economic potential of County Durham. Heritage assets play a vital role in attracting visitors and investors/ businesses to both urban and rural areas. Through the sustainable management of the designated and non-designated heritage assets, the policy is likely to enable the economic potential of the County's historic environment to be realised in a sustainable way.</p> <p>The direct economic benefits may specifically include the</p>	-

							<p>safeguarding or creation of new employment opportunities. The sensitive conversion of heritage assets, particularly listed buildings, may also provide attractive premises for businesses and so potentially enable employment opportunities to be secured and help to attract investment. The supporting text also states that the use of local materials that are in keeping with the setting of the heritage asset will be encouraged, as appropriate. Hence, indirectly there is potential for this policy to engage local services/ goods which would have economic benefits. The supporting text highlights that sustainable management of the historic environment can have valuable economic benefits creating places to work supporting inward investment and regeneration. Therefore, this policy could have very positive impacts on a diverse economy and high levels of employment.</p>	
<b>8. To reduce the causes of climate change</b>	?	?	?	Uncertain	Countywide	Permanent	<p>The policy does not specifically consider the issue of climate change in relation to heritage assets. As such the impacts are uncertain given that they could be influenced by an extensive number of factors (e.g. the type of heritage asset, location, detail of proposals).</p> <p>It is nonetheless essential that heritage assets are permitted to install energy efficiency measures and low carbon technologies, where it is appropriate within the setting, to do so. Having a clear approach on this will ensure that applicants are pointed toward appropriate solutions for hard to treat and sensitive buildings. Many conservation areas and listed buildings occur in rural areas or where no connection to the gas network is made.</p> <p>Transport emissions are not likely to reduce as a result of the policy. Indeed if assets are restored and marketed, it may result in an increase in transport emissions as more visitors visit the site, but impacts will depend on what mode of transport is taken.</p>	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate</b>	?	?	?	Uncertain	Countywide	Permanent	<p>The policy does not specifically consider the issue of climate change in relation to heritage assets. As such the impacts are uncertain given that they could be influenced by an extensive number of factors (e.g. the type of heritage asset,</p>	-

change							<p>location, detail of proposals).</p> <p>Well-maintained historic assets can be well-placed to cope with climate extremes. The requirement to appropriately excavate and record archaeological finds will also give protection against harm to assets left in situ. Where the asset is not well maintained it could suffer from climate related weather impacts – e.g. heritage at risk. Hence this policy has the potential to have positive effects in improving the historic environments ability to adapt to climate change through the sensitive management.</p> <p>Protection is also afforded to registered and local parks and gardens, which play an important role in helping to cool local temperatures; one that will become more important as summer temperatures increase. These and the setting of designated and non-designated assets will be afforded protection as a result of this policy, with the potential for enhancements. As such, indirectly the policy will help to provide habitat for vulnerable species and allow (greenfield) sites to maintain their important role in managing surface water flooding.</p>	
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓	✓	✓✓	Probable	County Durham	Indirect Permanent	<p>It is likely that as a result of this policy protection will be indirectly afforded to common and rare species alike through the requirement to sustain and enhance designated and non-designated assets as well as their setting. This is because assets (e.g. registered and local parks and gardens, Conservation Areas, Scheduled Monuments, battlefields) and the setting of assets provide habitat to a rich variety of species; hence restricting development will ensure that habitats are maintained and not fragmented or destroyed. These areas play a vital role in providing habitats for vulnerable/ protected species; particularly in urban areas (e.g. pipistrelle bats, badgers, etc.). The protection of these areas is vital in securing the long term future of species. As such this policy is likely provide an extra layer of protection for designated habitats and species (i.e. over and above the relevant Local Plan policies). There is also a high degree of certainty over impacts given the clarity and information included in the policy and supporting text relating to the</p>	



							<p>specific types of assets.</p> <p>As development also has to enhance the setting and make a positive contribution this could have additional benefits for biodiversity and potentially improve understanding of local biodiversity.</p> <p>Although there may be the potential for this policy to encourage recreational pressure to sites that are vulnerable to this type of impact (e.g. improve access and make assets more attractive to visitors), it will be implemented alongside other Local Plan policies that will ensure that any adverse effects are either avoided or appropriately mitigated.</p> <p>There is the potential over the longer-term for such areas to become more important to species as habitats decrease due to development pressure and the effects due to climate change.</p>	
<p><b>11. To protect and enhance the quality and character of landscape and townscape</b></p>	✓✓	✓✓	✓✓	Probable	County Durham	Direct Permanent	<p>Given the scope and intent of this policy it is probable that it will have significant positive effects in terms of protecting and enhancing the quality and character of the County's landscape and townscape. This is because whether in urban or rural settings, the landscape and townscape are often integral to how we experience the historic environment and understand the significance of it. As such this policy approach, which gives equal weight in decision-making to the significance and setting of assets, will provide direct protection and possible enhancement to the local landscape and townscape.</p> <p>The policy also specifically requires development proposals to make a positive contribution to the built environment.</p> <p>There is a high degree of certainty about the significant positive effects identified as the criteria-based approach is requiring potential impacts and enhancements to be measured against the significance and the heritage values associated with designated (listed buildings, conservation areas, historic battlefields, scheduled monuments, registered</p>	

						<p>parcs and gardens) and non-designated assets. This is a very robust approach in accordance with national policy and guidance (e.g. NPPF paragraphs 196 &amp; 197 and Historic England (2015), 'Historic Environment Good Practice Advice in Planning' Notes 2 &amp;3). The supporting text is also clear on what will be expected in terms of detail in and approach to the Heritage Statement.</p> <p>The policy is also likely to provide positive support to the regeneration of degraded environments through appropriate and sensitive re-use of buildings and supporting development that reduces the number of structures 'at risk'. It even states how weight will be given to any significant improvements to 'at risk' heritage assets as a result of development proposals. All of which is likely to secure enhancements to the built, natural and historic environment.</p> <p>The Council is also committed to a programme for the adoption of Conservation Character Area Appraisals and Management Proposals as well as keeping them under review. This, combined with the recognition given to the potential valuable input from Neighbourhood Plans which can identify buildings, spaces and areas deemed locally valuable and in need of protection/ enhancement, is likely to have a positive impacts on the County's townscape and landscape.</p>	
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓✓	✓✓	✓✓	Certain	Countywide	<p>Direct Permanent</p> <p>Given the scope and intent of this policy it is certain that it will have significant positive effects in terms of protecting and enhancing the County's historic environment. This is because it seeks to sustain the significance or enhance designated assets (e.g. listed buildings, SAM, Conservation Areas, historic battlefields, registered parks and gardens), as well as any contribution made by their setting. It is also clear that a 'balanced judgement' will be applied where development impacts upon the significance and setting of non-designated heritage assets.</p> <p>Ultimately the policy ensures that substantial harm to or total loss of the significance of designated asserts is not</p>	<b>ENV1: "If the loss of the whole or part of a heritage asset is accepted, <u>only where it is necessary to achieve substantial public benefit, conditions...</u>"</b>

						<p>permitted, unless there are exceptional circumstances and demonstrable public benefits (ENV1). The extent to which harm is deemed acceptable is dependent on the significance of the designation; and as such, the policy affords an appropriate level of protection per designation. The policy is also clear that in all cases conditions will be applied to ensure new development proceeds following whole or part loss of heritage assets. Any loss of whole or part of a heritage asset ensures the asset must be fully and properly recorded and made publicly available. This ensures that even if the historic asset is not in situ, the asset will still be available in forms of evidence and or archive generated. This further preserves the historic environment. This again provides a high level of certainty and protection in relation to both designated and non-designated assets.</p> <p>There is a high degree of certainty about the significant positive effects identified as the approach requires potential impacts and enhancements to be measured against the significance and the heritage values associated with designated and non-designated assets. This is a very robust approach in accordance with national policy and guidance (NPPF paras 196 &amp; 197 and Historic England (2015), 'Historic Environment Good Practice Advice in Planning' Notes 2 &amp;3). The supporting text is also clear on what will be expected in terms of detail in and approach to the Heritage Statement.</p> <p>It is also positive that those proposals that offer significant improvements to heritage assets most at risk from neglect, decay, etc. will be given weight in the decision-making process when applications are considered. This means that this policy is likely to enable heritage assets most at risk to be saved/ improved.</p> <p>The policy also specifically requires development proposals to make a positive contribution to the built and historic environment. The policy identifies Neighbourhood Plans that can recommend that any buildings and/or spaces can be</p>	
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							<p>considered for local designation, using character appraisals or similar characterisation methods. This highlights that the historic environment can be 'added to' and preserved through time.</p> <p>Nevertheless, this policy does highlight that development will be of a high standard, rather than highest due to changes in the NPPF. This has the potential to effect the quality of development that occurs within the historic environment, however it is considered the quality of development will be protected by other policies throughout the Plan e.g. Sustainable Design in the Built Environment.</p>	
<b>13. To protect and improve air, water and soil resources</b>	<b>0</b>	<b>0</b>	<b>0</b>	Probable	Countywide	Indirect Permanent	There is likely to be minimal impact on air, water and soil resources. The protection of the historic environment could, indirectly, provide extra protection to the natural environment and hence these resources. As this policy will be implemented in accordance with other Local Plan policies, it is likely that positive impacts will be sought where possible and negative impacts avoided and/or mitigated. Overall impacts are likely to be minor.	-
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	<b>0</b>	<b>0</b>	<b>0</b>	Probable	Countywide	Indirect Permanent	Although this policy supports the sensitive re-use of historic assets through sensitive management and re-development, it does not make specific reference to the re-use of buildings, material and land or the use of local materials. Re-used and recycled materials will often be used in the sensitive adaptation of buildings. As such potential positive impacts are likely to be minor. It is nonetheless noted that other Plan policies will address this issue as it is not specific to the historic environment. Overall impacts are likely to be minor.	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No clear or significant link.	-

**Policy 46: Durham Cathedral and Castle World Heritage Site**

Table 46 Policy 46: Durham Cathedral and Castle World Heritage Site								
SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	0	0	0	Probable	Durham City Monitoring Area	Indirect Permanent	<p>There is no direct link between the policy and this objective.</p> <p>However, it is possible that the policy requirements could restrict the number of affordable homes that are able to be built as part of any proposed new development scheme. This is because they seek to protect and enhance not only the designated area of Durham Cathedral and Castle, but also its immediate and wider setting given the nature of its designation as a WHS and associated Outstanding Universal Values (UOV) relating to its historical, cultural and architectural importance.</p> <p>Any development would have to be in keeping with the WHS character and setting but the policy does not preclude development. In fact the supporting text sets-out clearly what information and to what detail the applicant will be required to produce in the event that development falls within the boundary or setting of the WHS. Applications would need to be dealt with on a case by case basis.</p>	-
<b>2. To promote strong, secure communities</b>	✓	✓	✓	Probable	County Durham and beyond	Indirect Permanent	<p>By requiring new development to sustain and enhance the WHS designation; have regard for the OUVs which relate to the site's cultural, historical and architectural significance; and to sustain and enhance its immediate and wider setting the policy is likely to support the enhancement and promotion of Durham Cathedral and Castle. All of which will help to increase cultural awareness and the significance of this internationally significant historic environment asset.</p>	-

							<p>Specifically the policy seeks to ensure that any development is in accordance with the WHS Management Plan which aims to enhance the character of the site and its surroundings for the benefit of local communities and recognises its role as a residential environment. The Management Plan is not a statutory document, but it provides an advisory framework to inform decisions.</p> <p>No impact in terms of community safety, (fear of) crime or impacts of HGVs.</p>	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Probable	County Durham and beyond	Direct Indirect Permeant	<p>It is probable that this policy will have both direct and indirect benefits in terms of the quality and quantity of educational opportunities and life-long learning over the short-, medium- and long-term. Specifically the policy seeks to ensure that any development is in accordance with the WHS Management Plan which recognises the active educational role of the site. The Management Plan is not a statutory document, but it provides an advisory framework to inform decisions.</p> <p>The protection afforded to the WHS through this policy which relates to its OUV will ensure that the specific designation along with the associated historical, cultural and architectural significance will be sustained and enhanced for future generations to learn from and enjoy; which could be through both formal and informal means.</p> <p>Moreover as many of the buildings that form the WHS are used by Durham University the policy will protect such buildings from inappropriate development. It is therefore likely that this policy will support continued educational use as well as Durham University's operation and growth ambitions. Indirectly this may help to raise educational aspirations for prospective students as many aspire to learn in such a unique environment/ city campus. Students may also be encouraged to stay in the area after graduation due to the attractiveness of the City, of which the WHS plays a vital role.</p>	-
<b>4. To reduce health</b>	✓	✓	✓	Probable	Durham	Indirect	Indirectly the policy will provide protection to the Palace	-

<b>inequalities and promote healthy lifestyles</b>					City Monitoring Area	Permanent	Green and the riverbanks along the River Wear which form part of the WHS and its setting. This will ensure that access to green infrastructure assets that support leisure opportunities (e.g. walking/ running along footpaths) for locals and visitors is maintained.  No impact in terms of access to healthcare facilities or reducing health inequalities.	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	0	0	0	Probable	County Durham and beyond	Indirect	There is no direct link between the policy and this objective. Sustaining and enhancing the significance of the WHS as well as protecting the site's immediate and wider setting so that no substantial harm is caused to the Cathedral and Castle's OUVs is likely to support the site's attractiveness as destination to visit (within the County and beyond). As such, there is potential for this policy to indirectly increase the number of trips to Durham city. However, the specific transport effects will depend on what mode of transport is used. Given that Durham city is a 'transport hub' for the County, it does provide sustainable transport choices for visitors. Overall impacts are nonetheless likely to be minor.	-
<b>6. To alleviate deprivation and poverty</b>	0	0	0	Probable	Durham City Monitoring Area	Indirect	There is no direct link between the policy and this objective.  Given the potential economic benefits of this policy in terms of sustaining a vital visitor attraction and prestige of the city, there is potential for such benefits to indirectly help to alleviate deprivation (e.g. secondary employment opportunities, a strong more resilient local economy, etc.). However, deprivation is not a significant issue for the city as a whole and so the policy is unlikely to have significant effects against this objective.	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓✓	Probable	Durham City Monitoring Area  County Durham	Direct Indirect Permanent	Arguably it could be said this policy restricts development within Durham City by setting out rigorous requirements to ensure there is no harm to the WHS, its OUV or its setting unless in wholly exception circumstances. However, the policy does not preclude development. It instead establishes a criteria-based approach regarding how to manage potential development impacts on the designated	-

							<p>site and its immediate and wider setting in relation to its specific cultural, historical and architectural significance. Hence, no potential adverse economic impacts have been identified.</p> <p>Overall it is considered that the policy is likely to help secure positive economic effects, and indeed significant positive economic effects over the long-term, by sustaining and enhancing the WHS; which is vital to the County's economy as a visitor attraction in its own right as well as to the University, and the prestige it gives to the city as an attractive location to live, work etc.</p> <p>Hence the protection of the WHS and of its significance as well as making sure any new development makes a positive contribution to its setting/ our understanding of it will directly contribute to a more diverse and resilient County Durham economy by supporting the visitor economy; of which the WHS is an integral element to its success. Indirectly it will support the growth ambitions of the County, City and Durham University. Maintaining Durham City's attractiveness of a place to work, live and visit is likely to help secure inward investment, create employment opportunities (e.g. service sector or in a variety of sectors given the city's role as a key employment area) and may even support business expansion.</p> <p>There may also be the policy to indirectly encourage young people to stay in the area to live and work if the city is perceived as an attractive place to live and work; of which the WHS plays an important role.</p>	
<b>8. To reduce the causes of climate change</b>	<b>0</b>	<b>0</b>	<b>0</b>	Probable	Durham City Monitoring Area  County	Direct  Permanent	<p>Overall minor effects identified.</p> <p>Policy is not likely to approve the wide-range of renewable energy technologies given the potential for adverse impacts on the immediate and wider setting of the WHS. This is because policy requirements seek to protect and enhance not only the designated area of Durham</p>	-



					Durham		<p>Cathedral and Castle, but also its immediate and wider setting given the nature of its designation as a WHS and associated Outstanding Universal Values (UOV) relating to its historical, cultural and architectural importance. Specifically the supporting text states that wind turbine development will be considered inappropriate development within either the inner or outer bowls of the WHS setting given their height and likely impact on important views. The 'inner bowl' and 'outer bowl' and related to the 'inner setting' and 'wider setting' of the World Heritage Site Management Plan in the supporting text.</p> <p>However, the policy does not preclude renewable energy development. For instance, it may be possible to locate solar PV panels within the WHS and its immediate and wider setting within minimal impact on the designation's significance or OUV.</p> <p>Any development would have to be in keeping with the WHS character and setting. In fact the supporting text sets-out clearly what information and to what detail the applicant will be required to produce in the event that development falls within the boundary or setting of the WHS. Applications would need to be dealt with on a case by case basis.</p>	
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓	✓	✓✓	Probable	Durham City	Indirect Permanent	<p>Given that the policy will ensure the immediate and wider setting of the WHS is protected this will include the Durham city riverbanks which contribute towards the site's dramatic setting on a peninsula formed by the meandering River Wear. Restricting inappropriate development along the river and its banks it is probable that the policy will indirectly help the city and its species (e.g. human and biodiversity) adapt to climate change. For instance, the river and the green infrastructure along it play an important role in helping to cool the local climate. In the future as climate change increase temperatures, particularly over the summer months, this will only become more important. Hence, the potential for</p>	-

							<p>significant positives over the long-term have been identified.</p> <p>The setting and buildings within the WHS also provide habitats for species which could be vulnerable to climate change related impacts, such as bats for example. There protection will therefore indirectly help to allow species to adapt to climate change.</p>	
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓	✓	✓	Probable	Durham City	Indirect	<p>It is likely that as a result of this policy protection will be consequently afforded to common and rare species alike through the requirement to sustain and enhance the WHS itself as well as its immediate and wider setting. This is because the setting of the WHS in particular provides habitat to a rich variety of species, hence restricting development will ensure that habitats are maintained and not fragmented or destroyed. As development has to also enhance the setting and make a positive contribution this could have additional benefits for biodiversity and potentially improve understanding of local biodiversity.</p> <p>The River Wear and the associated riverbanks and green infrastructure are particularly important as not only habitat in their own right, but also as a green corridor and vital link in the local wildlife network. There are several European and Durham Biodiversity Action Plan protected species known to be present in the River Wear and setting of the WHS (e.g. Pipistrelle Bats, Otters, and Atlantic Salmon). There is known to be a significant colony of bats along the River Wear and as such this policy is considered likely to indirectly safeguard this through the policy requirements relating to the WHS.</p> <p>Considering WHS are classed as 'sensitive areas' under the EIA regulations, any development proposal for the site or within its setting will need to be supported by a Screening Option, as a minimum. In undertaking such an assessment, the supporting text also advises applicants to contact the local planning authority to gain advice on what information is required. As such, this process is likely to provide another level of protection to habitats/ species, and where necessary mitigation. Where there is potential</p>	-

							<p>for impacts on ecology the relevant Local Plan policy will ensure that development is appropriate.</p> <p>The setting of the WHS is also a Local Geological Site and so the same protection should be afforded to it and any development impacts managed through the relevant Local Plan policies.</p>	
<p><b>11. To protect and enhance the quality and character of landscape and townscape</b></p>	✓✓	✓✓	✓✓	Certain	Durham City Monitoring Area	Direct Permanent	<p>Given the scope and intent of this policy it is certain that it will have significant positive effects in terms of protecting and enhancing the quality and character of the landscape and townscape with respect to Durham City and the setting of the WHS. This is due to the nature of the WHS and its setting which is integral to the townscape and wider natural and built landscape of Durham City. As such this policy approach will provide direct protection and possible enhancement to the local landscape and townscape. Ultimately <u>any harm</u> to the OUV of the WHS or its setting will only be permitted in wholly exceptional circumstances. The supporting text provides further information on what would constitute 'substantial' and 'less than substantial harm' in this case and how such impacts would have to be weighed against potential public benefit.</p> <p>There is certainty about the significant positive effects identified as the criteria-based approach is requiring potential impacts and enhancements to be measured against the significance and the heritage values associated with the WHS and its setting. This is a very robust approach in accordance with national policy and guidance (e.g. NPPF paras 185 &amp; 190 and Historic England (2015), 'Historic Environment Good Practice Advice in Planning' Notes 2 &amp; 3). As such this rigorous approach is deemed appropriate given it relates to a historic environment asset of the highest significance and is explicit in terms of what is expected in a Design and Access Statement, for instance. It will by extension provide significant protection and enhancement to the local landscape and townscape of which contribute to the WHS setting.</p>	-

							<p>Moreover development proposals will be required to protect and enhance the OUV, immediate and wider setting and important views across, out of, and into the WHS. Again, despite the policy requirements on new development within Durham city relating to the WHS it is important that development that could positively contribute to the WHS/ local landscape and townscape is permitted.</p> <p>Considering WHS are classed as 'sensitive areas' under the EIA regulations, any development proposal for the site or within its setting will need to be supported by a Screening Opinion, as a minimum. In undertaking such an assessment, the supporting text also advises applicants to contact the local planning authority to gain advice on what information is required. As such, this process is likely to provide another level of protection to habitats/ species, and where necessary mitigation. Where there is potential for impacts on landscape and townscape the relevant Local Plan policy will ensure that development is appropriate.</p>	
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓✓	✓✓	✓✓	Certain	Durham City Monitoring Area	Direct Permanent	<p>Given the scope and intent of this policy it is certain that it will have significant positive effects in terms of protecting and enhancing an historic environment asset of the highest significance: Durham Cathedral and Castle World Heritage Site. Ultimately <u>any harm</u> to the OUV of the WHS or its setting will only be permitted in wholly exceptional circumstances. The supporting text provides further information on what would constitute 'substantial' and 'less than substantial harm' in this case and how such impacts would have to be weighed against potential public benefit.</p> <p>There is certainty about the significant positive effects identified as the criteria-based approach is requiring potential impacts and enhancements to be measured against the significance and the heritage values associated with the WHS and its setting. This is a very robust approach in accordance with national policy and guidance (e.g. NPPF paras 185 &amp;190 and Historic</p>	-

						<p>England (2015), 'Historic Environment Good Practice Advice in Planning' Notes 2 &amp;3). As such this rigorous approach is deemed appropriate given it relates to a historic environment asset of the highest significance and is explicit in terms what is expected in a Design and Access Statement, for instance.</p> <p>Moreover the policy requires proposals to have regard for the WHS Management Plan. This will ensure that the site's current active educational role is maintained. Durham Cathedral and Castle's OUVs relate to the site's cultural, historical and architectural significance and as such is unique learning resource that is easily accessible. Sustaining and enhancing its significance will only improve the potential of this resource.</p> <p>The policy also seeks to ensure that development proposals enhance the OUV, immediate and wider setting as well as important views across, out of, and into the WHS. This again will only ensure significant positive effects with regards protecting and enhancing the historic environment given the nature of the site's OUV which relate to it architectural, cultural and historical significance. The supporting text further summaries the Outstanding Universal Value (OUV) which clarifies and defines the extent to which the WHS would be protected.</p> <p>This policy is also likely to indirectly afford a further level of protection and opportunities for enhancement to the Durham City Conservation Area and its constituent assets. Although there is a broader historic environment policy to cover such designated and non-designated assets, positive effects are still likely as a result of this policy. Despite these rigorous policy requirements, it is important that development that could positively contribute to the WHS and Durham City's historic environment is permitted. Enhancements could be made either by way of removing a built of natural assets that is detracting from our appreciation and experience of the historic</p>	
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							<p>environment depending on its significance or new development that better reveals the WHS's significance and heritage values. This approach is in line with national policy and guidance.</p> <p>Considering WHS are classed as 'sensitive areas' under the EIA regulations, any development proposal for the site or within its setting will need to be supported by a Screening Opinion, as a minimum. In undertaking such an assessment, the supporting text also advises applicants to contact the local planning authority to gain advice on what information is required. As such, this process is likely to provide another level of protection to habitats/ species, and where necessary mitigation. Where there is potential for impacts on the historic environment the relevant Local Plan policy will ensure that development is appropriate.</p>	
<b>13. To protect and improve air, water and soil resources</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No direct link or impacts identified.	-
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	<b>0</b>	<b>0</b>	<b>0</b>	Probable	Durham City Monitoring Area	Direct Permanent	<p>Minor effects identified.</p> <p>Policy does not refer to the use and re-use of buildings within the WHS or its setting, only the impact of development upon them. This is because the broader Historic Environment policy covers the re-use of historic buildings. Due to the WHS Management Plan, the OUV and associated policies any re-use of buildings would have to be sensitive.</p> <p>Policy makes no direct reference to the use of local materials, however, this is covered in relevant Local Plan policies as it is not exclusive to the WHS or the historic environment; even though the appropriate use of local materials can help to maintain character and local distinctiveness. The supporting text advises early consultation with the local authority to ascertain what information is required in support of any proposal. This will</p>	-

							help to ensure could affect the setting of the WHS is in keeping with the distinctive character of the site and setting.	
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No direct link or impacts identified.	-

### Policy 47: Stockton and Darlington Railway

SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	<b>0</b>	<b>0</b>	<b>0</b>	No Impact	No Impact	No Impact	There is no direct link between the policy and this objective.	-
<b>2. To promote strong, secure communities</b>	✓	✓	✓	Possible	Areas near Bishop Auckland	Direct Permanent	This policy requires the safeguarding of the historic routes of the Stockton and Darlington railway. The policy and supporting text emphasises the importance of this route and aspect of the historic landscape. Therefore, this could help to encourage a sense of community and cultural awareness by enhancing and promoting the local historic environment, for a range of uses including but not exclusive to tourism and walking and cycling routes. Development which safeguards routes and physical remains and supplies interpretation are likely to be approved.	-
<b>3. To improve education, training</b>	✓	✓	✓	Probable	Areas near Bishop	Direct	The Stockton and Darlington railway is a valuable learning resource for formal and informal learning opportunities at all	-

<b>and life-long learning, and maintain a healthy labour market</b>					Auckland	Permanent	ages. The safeguarding, promotion and interpretation of the assets will have positive effects in terms of maintaining and enhancing this internationally important resource for future generations. The policy additionally seeks to reinstate and provide interpretation along the route where it no longer exists. Development which impacts positively will be permitted provided that it does not result in the loss of the original routes or damage the trackbed (excepting for archaeological or preservation works). This will enhance the existing remains of the historic route and provide clarity and learning to those interested in the history of the S&DR railway.	
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Probable	Areas near Bishop Auckland	Indirect Permanent	The policy is likely to have a positive impact upon healthy lifestyles given that the supporting text highlights that appropriate improvements to the S&DR could facilitate access for walking and cycling that could promote healthy lifestyles.	-
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Possible	Areas near Bishop Auckland	Indirect Permanent	The policy is likely to have an indirect positive impact upon sustainable travel options, if the historic routes are protected and enhanced and used as bridleways for walking and cycling, which is identified as a significant opportunity in the supporting text.	-
<b>6. To alleviate deprivation and poverty</b>	0	0	0	No Impact	No Impact	No Impact	There is no direct link between the policy and this objective.	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	0	0	0	Possible	Areas aligning to the railway	Indirect Permanent	The development of the assets associated with the Stockton and Darlington railway could assist in further developing tourism opportunities within the area. This may have positive impacts for business in the area.	
<b>8. To reduce the causes of climate change</b>	0	0	0	No Impact	No Impact	No Impact	There is no direct link between the policy and this objective.	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate</b>	0	0	0	No Impact	No Impact	No Impact	There is no direct link between the policy and this objective.	-



<b>change</b>								
<b>10. To protect and enhance biodiversity and geodiversity</b>	0	0	0	No Impact	No Impact	No Impact	There is no direct link between the policy and this objective.	-
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Probable	Areas near Bishop Auckland	Direct Permanent	Policy is likely to have positive impacts upon landscape and townscape, given that development will safeguard routes, branch lines and associated structures, archaeological remains and their setting and may assist in the regeneration of certain areas along the route of the railway. The policy also ensures that the proposal protects and does not encroach upon or result in the loss of the original historic route(s) and areas alongside, in addition to respecting the remains that no longer exist, which are likely to protect and enhance the landscape.	-
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct Permanent	Given the intent of this policy it is certain that it will have a very positive impact in terms of protecting the County's historic Stockton and Darlington Railway infrastructure. The policy requires development proposals to safeguard and enhance access to and alongside the route, branches lines and associated structures, archaeological remains and their setting; reinstates and enhances the route and physical remains of the railway; and not damage or result in the loss of the historic route unless for archaeological and or preservation works purposes. This will ensure appropriate protection of the assets historic and cultural importance alongside the Historic Environment Policy.	-
<b>13. To protect and improve air, water and soil resources</b>	0	0	0	No Impact	No Impact	No Impact	There is no direct link between the policy and this objective.	-
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	0	0	0	No Impact	No Impact	No Impact	There is no direct link between the policy and this objective.	-
<b>15. To improve the sustainability of</b>	0	0	0	No Impact	No Impact	No Impact	There is no direct link between the policy and this objective.	-

minerals extraction and use and reduce adverse impacts on communities and the environment								
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**Policy 48: Sustainable Minerals and Waste Resource Management**

Table 48 Policy 48: Sustainable Minerals and Waste Resource Management								
SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	0	0	0	Probable	Countywide	Indirect Permanent	There is no direct link between the policy and this objective. However, it is possible for minerals and waste resource management to negatively impact on the amenity of homes if not appropriately managed and located. Conversely, encouraging more recycling and re-use of materials could reduce negative impacts from landfill and incinerators on the decency of homes by reducing the need for them. Appropriate management of resources could also increase employment opportunities in the county so that more people have the means to afford a decent home. Overall impacts are likely to be minor.	-
2. To promote strong, secure communities	✓	✓	✓	Possible	Countywide	Direct Permanent	To have a sustainable resources economy, this policy seeks to ensure waste is managed in accordance with the Waste Hierarchy in sequential order, which should reduce wastage of resources; and therefore reduce the need to allocate or extend existing sites to meet the demands of industry. Proposals that minimise waste production, increase the capacity for the County's waste facilities to reuse, recycle and recover waste will be supported. Proposals of residual waste via landfill or the incineration of waste without energy recovery, will not be permitted unless it can be demonstrated that existing facilities and treatment solutions in the waste hierarchy cannot be used. Further, reducing the need for additional quarrying	<b><i>SOC1</i></b> ( <i>italics are to highlight this mitigation measure in SOC2 and SOC3</i> ): Amend wording of criteria g. (3): ' <u>...does not have unacceptable adverse impacts, both direct and cumulative, on the</u>

						<p>of high grade minerals could reduce the impact on the sense of safety and security of communities in proximity to those developments and affect their traffic flows. The policy also encourages the utilisation of minerals waste for on-site restoration which should reduce additional transportation requirements of materials to sites for this purpose. This should therefore reduce the level of HGV traffic in rural areas. The ability to mitigate traffic impacts, and therefore community safety, would be further supported though the promotion of locating recycled and secondary aggregates facilities at existing waste management facilities and active quarries. Locating facilities in existing locations would mean that sites have already been proven suitable for such works with appropriate levels of mitigation and safeguards in place to ensure the sustainable operation of such facilities. This could also reduce the requirement for HGVs and increase the safety of communities. The policy further affords protection to human health and the amenity of local communities for proposals at active quarries and landfill sites. This is also encouraged at sites where two or more minerals from the same site are operated, ensuring there would be no adverse effects on the amenity of local communities. SOC1, SOC2 and SOC3 should be implemented to give consistency between the policy criteria and supporting text and to be in line with the NPPF (paragraph 205 (b)).</p> <p>The policy does not directly highlight those developments that are likely to give rise to 'significant volumes of waste,' which could have adverse impacts of local communities, however it does encourage proposals to use mineral resources as efficiently as possible. The Waste PPG (2015) advises that requiring proposals which are likely to generate significant volumes of waste to produce a waste audit as part of the application process would be useful. In order to avoid/mitigate adverse impacts of such developments it is suggested that the policy is amended to include such a requirement (SOC4) and that a definition of 'significant volumes of waste' is provided (SOC5).</p>	<p><b><u>natural and historic environment, human health and the amenity of local communities.</u></b></p> <p><b>SOC2: Amend wording of criteria f. '...does not have unacceptable adverse impacts, both direct and cumulative, on the natural and historic environment, human health or the amenity of local communities.'</b></p> <p><b>SOC3: Amend wording of supporting text: '...which is a legal requirement enshrined in law, whilst also protecting the natural and historic environment, and human health <u>and amenity of local communities.</u>'</b></p> <p><b>SOC4: Add a criterion to the policy to require proposals which are likely to generate</b></p>
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								<p><b>significant volumes of waste to provide a waste audit at application stage.</b></p> <p><b>SOC5: Provide a definition of 'significant volumes of waste' in relation to this requirement within the Plan glossary.</b></p>
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	<u>0</u>	<u>0</u>	<u>0</u>	Probable	Countywide	Indirect Permanent	<p>There is no direct correlation between the policy and this objective. Efficient and sustainable minerals and waste resource management could provide new employment and training opportunities but overall impacts are likely to be minor.</p> <p>The supporting text greatly deals with the concepts of the waste hierarchy from prevention, preparing for reuse, recycling, other types of recovery and finally disposal including incineration without energy recovery. By locating onsite waste management facilities, this could provide and raise awareness and life-long learning to those on site about waste resource management.</p>	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Probable	Countywide	Direct Permanent	<p>It is likely that the policy will reduce the need for new quarrying sites or extensions to existing sites for the extraction of 'high grade' minerals. The policy only permits proposals for aggregate recycling facilities at active quarries and landfill sites, only where it does not have unacceptable impacts on human health and the amenity of local communities. This would help to reduce the potential health impacts of mineral extraction and recycling facilities – e.g. noise, dust, emissions and vibration. The policy could also reduce HGV traffic and the potential negative wellbeing impacts from it on communities.</p> <p>Where sites of two or more minerals could be concurrently worked, SOC1, SOC2 and SOC3 should be implemented to afford protection to human health/amenity of local communities, in addition to the environment or amenity of local communities/health.</p>	
<b>5. To reduce the</b>	✓	✓	✓	Possible	Countywide	Direct	This policy is likely to reduce the need for new quarrying sites or	

<p><b>need to travel and promote use of sustainable transport options</b></p>						<p>Permanent</p>	<p>extensions to existing sites for the extraction of 'high grade' minerals. This would help to reduce the volume of transportation of extracted minerals. The encouragement of use of minerals waste for on-site restoration should also support the objective to reduce travel requirements. However, although the policy seeks to ensure waste is managed in line with the Waste Hierarchy, there is less certainty that the transportation of primary minerals to development sites and the removal of waste would be reduced. There is also no certainty as to how development that is likely to generate 'significant volumes of waste' will be considered at applications stage; and therefore no certainty as to transport implications (SOC4 and SOC5).</p> <p>In relation to construction and demolition waste and manufactured secondary aggregates, the impact on this objective depends on which waste management facilities and industrial estates are selected. Factors to consider in reducing the need for transportation include proximity to end markets, potential for materials to be transported by rail and ease of connectivity with the strategic road network.</p>	
<p><b>6. To alleviate deprivation and poverty</b></p>	<p><u>0</u></p>	<p><u>0</u></p>	<p><u>0</u></p>	<p>Probable</p>	<p>Countywide</p>	<p>Indirect Permanent</p>	<p>There is no direct correlation between the policy and this objective. However, efficient and sustainable mineral and waste resource management could provide training and employment opportunities which could help to alleviate deprivation and poverty in certain areas. Overall impacts are likely to be minor.</p>	<p>-</p>
<p><b>7. To develop a sustainable and diverse economy with high levels of employment</b></p>	<p>✓</p>	<p>✓</p>	<p>✓</p>	<p>Certain</p>	<p>Countywide</p>	<p>Direct Permanent</p>	<p>It is the policy intent to promote, encourage and facilitate a sustainable resource economy. Waste is a valuable resource and not re-using it or recovering value from it, is a misuse of valuable resources. As such, the policy promotes the beneficial use of minerals and waste for recycling and recovery which should contribute to conserving finite resources in the County as well as providing commercial opportunities. It is also considered likely that the policy will help to safeguard employment associated with such sectors. Business savings and efficiency improvements could also be made by reducing haulage costs for on-site restoration and avoidance of landfill tax. A continued supply of recyclable aggregates would help to conserve primary mineral resources and therefore help to sustain minerals and minerals reprocessing related employment in the County.</p>	<p>-</p>

							The supporting text highlights the plans' support for the 'zero waste' or circular economy. This creates a more diverse economy, helping businesses reduce cost and provide local employment opportunities.	
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Probable	Countywide	Direct Permanent	<p>This policy is likely to help to reduce unnecessary quarrying activity in relation to extraction of high grade minerals. As a result it should, reduce energy demand and associated greenhouse gas emissions. Utilising minerals waste for onsite restoration should also reduce transport related greenhouse gas emissions associated with restoration of sites. The policy encourages the management of waste in line with the Waste Hierarchy, which prioritises the use of waste as a resource and the use of landfill as a last resort.</p> <p>The supporting text highlights the plans' support for the 'zero waste' or circular economy. This potentially creates opportunities for carbon emissions to be reduced through innovative business ideas.</p> <p>The reduction and prevent of waste and the use of the waste hierarchy can have clear implications for the reduction in carbon. By having the hierarchy, the waste is less likely going to be managed through landfilling. Landfilling, of biodegradable waste creates methane when it breaks down; prevents the re-use of raw materials or increase energy for the processing of virgin materials and the prevention of the needless disposal of materials which can be re-used.</p>	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	?	?	?	Uncertain	Countywide	Direct Permeant	Overall impacts of this policy on the adaptation to the inevitable impacts of climate change are uncertain. This is because the design, location and layout of minerals and waste resource management facilities would determine how they are affected by weather extremes (e.g. heat, wind, flooding) and how they influence flood risk.	-
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓	✓	✓	Probable	Countywide	Direct Permanent	In general, the management of waste in line with the Waste Hierarchy should help to minimise potential impacts on habitats and species (e.g. disturbance, fragmentation, loss of land and from direct encounters between biodiversity and waste e.g. plastic). This policy will also help to ensure that minerals waste not suitable for recycling is utilised for on-site restoration. This could reduce the requirement to transport materials and therefore reduce the general disturbance to species. Ensuring the sustained use of existing	<b>ENV1: Add a criterion to the policy to require proposals which are likely to generate significant volumes of waste to provide</b>

							<p>quarries and waste management facilities would also ensure disturbance to species is minimised as such sites will have already been assessed with appropriate safeguards to mitigate impact installed. It is possible to enhance positive impacts by incorporating Green Infrastructure to sites and restoring them to the highest ecological standard possible. ENV3 should be implemented to account for the potential of both direct and cumulative impacts to the natural environment of both extracting multiple minerals from the same site and permitting proposals for aggregate recycling facilities.</p> <p>Although the policy seeks to ensure waste is managed in line with the Waste Hierarchy, there is less certainty that the transportation of primary minerals to development sites and the removal of waste would be reduced. There is also no certainty as to how development that is likely to generate 'significant volumes of waste' will be considered at applications stage; and therefore no certainty as to transport and biodiversity implications (ENV1 and ENV2).</p>	<p><b>a waste audit at application stage.</b></p> <p><b>ENV2: Provide a definition of 'significant volumes of waste' in relation to this requirement within the Plan glossary.</b></p> <p><b>ENV3: Amend wording of criteria f and g. (3): '...does not have unacceptable adverse impacts, both direct and cumulative, on the natural and historic environment, human health and the amenity of local communities.'</b></p>
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Probable	Countywide	Direct Permanent	<p>This policy ensures waste to be managed in line with the Waste Hierarchy, in sequential order. This should reduce wastage of resources and therefore reduce the need to allocate or extend existing sites to meet the demands of industry. Reducing need for extension and new sites should help to preserve landscape character. The policy also aims to resist proposals that would result in landfill. Given the likely acceptable locations for minerals and waste facilities (e.g. on existing industrial estates), it is considered unlikely that townscapes will be affected. The policy should also ensure that the quarrying of minerals is aligned to end uses. The policy also ensures that no adverse impacts occurs to the local amenity, further protecting the landscape and townscape. Extracting minerals waste from a mineral working deposit such as a colliery spoil heap can have the added advantage of improving landscape character. A further benefit of this policy is that it is likely</p>	-



							to help to reduce the requirement for new infrastructure serving these facilities (and therefore impacts on landscape caused by new access routes etc.) as these are already likely to be in place to serve current industrial uses.	
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓	✓	✓	Probable	Countywide	Direct Permanent	This policy ensures waste to be managed in line with the Waste Hierarchy, in sequential order. This should reduce wastage of resources and therefore reduce the need to allocate or extend existing sites to meet the demands of industry; thereby reducing the potential impacts on the County's historic environment. In particular this policy is likely to reduce the need for new quarrying sites or extensions to existing sites for the extraction of 'high grade' minerals. Reducing the need for minerals extraction should help to reduce the risk to the historic environment by making it less likely there will be damage to archaeological artefacts/remains. It should also reduce the potential loss of built agricultural and industrial heritage. It is also likely to result in fewer impacts to the setting of designated and non-designated heritage assets. It should also minimise potential levels of vibration to historic buildings and monuments. Given the likely acceptable locations for waste facilities (e.g. on existing industrial estates), it is not considered that development associated with such sites would affect the historic environment. However, ENV3 should be implemented to account for the potential of both direct and cumulative impacts to the historic environment of both extracting multiple minerals from the same site and permitting proposals for aggregate recycling facilities.	
<b>13. To protect and improve air, water and soil resources</b>	?	?	?	Uncertain	Countywide	Direct Permanent	Overall the impact of this policy on air, water and soil resources is uncertain. This is because the design, location and layout of minerals and waste resource management facilities would determine how they impact upon these resources. While conserving mineral sources will reduce emissions to air, soil and water caused by extraction of primary materials, the processing, storage and transportation of recycled secondary aggregates and waste materials can impact on air, water and soil if not mitigated. Therefore, ENV3 should be implemented to afford protection to air, water and soil resources.	
<b>14. To reduce waste and encourage the sustainable and efficient use of</b>	✓✓	✓✓	✓✓	Probable	Countywide	Direct Permanent	Given the intent of this policy, significant positive effects are considered likely. Not only does the policy seek to ensure that waste is managed in accordance with the Waste Hierarchy in sequential order, but it will also help to conserve high grade	



<b>materials</b>							<p>minerals and encourage the reuse, recycling and recovery of aggregate resources and so reduce the quantity going to landfill and/or incinerators. This encourages these processes to be more sustainable and efficient.</p> <p>The policy also supports the opportunity for on-site management of waste. This ensures that where waste arises it can be used as a raw material. It also encourages sites where two or more minerals can be operated to do so, providing there are no adverse impacts. ENV3 should be implemented.</p> <p>There is also some uncertainty regarding the impacts of those developments that are likely to give rise to 'significant volumes of waste', which could be adverse in terms local communities. The Waste PPG (2015) advises that requiring proposals which are likely to generate significant volumes of waste to produce a waste audit as part of the application process would be useful. In order to avoid/mitigate adverse impacts of such developments it is suggested that the policy is amended to include such a requirement (ENV1) and that a definition of 'significant volumes of waste' is provided (ENV2).</p>	
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	✓✓	✓✓	✓✓	Certain	Countywide	Direct Permanent	<p>This policy will have a positive impact on conserving mineral resources, making the best use of recycled and secondary aggregates and minerals waste. It will encourage sustainable construction practices and reduces the impacts of primary minerals extraction on social and environmental receptors.</p>	-

**Policy 49: Safeguarding Minerals Sites, Minerals Related Infrastructure and Waste Management Sites**

Table 49 Policy 49: Safeguarding Minerals Sites, Minerals Related Infrastructure and Waste Management Sites								
SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					

1. To provide everybody with the opportunity to live in a decent and affordable home	0	0	0	Minor positive	Countywide	Direct. Potential for permanent effects	Whilst the application of the policy will restrict housing development where it is incompatible with existing or planned mineral sites, infrastructure and waste management sites, the geographic nature of the County is such that it is unlikely to prevent overall housing need from being met. In addition, exceptions are made within the policy in relation to outweighing benefits of alternative development. This could reasonably apply to meeting housing need.	-
2. To promote strong secure communities	✓	✓	✓	Probable	Countywide	Indirect  Potential for permanent effects	<p>Positive effects are predicted as restricting incompatible forms of non-minerals and waste development will prevent issues of safety arising and other adverse impacts that could arise to for example, occupiers of new housing or users of community facilities as a result of proximity to minerals infrastructure and waste management sites (e.g. noise, odour, dust and HGV traffic).</p> <p>The policy addresses amenity issues, referencing the potential impacts of existing sites and facilities on new non-minerals and non-waste development. Criteria (a) states that any alternative non-mineral or non-waste sites would be granted for the development on mineral or waste sites, if the alternative mineral or waste site had acceptable social and environmental impacts. In addition, mineral and waste sites can be moved if the new development outweighs the benefits of the existing infrastructure, facility or site. Therefore, this allows for non-mineral and non-waste sites that are more beneficial than the existing mineral or waste site, to be implemented and support communities. The policy further protects communities by ensuring that non-mineral or non-waste sites would not be granted next to mineral and/or waste sites, transportation infrastructure related to minerals, or within a defined minerals or waste site safeguarding zone.</p>	<b>SOC1: Amend wording of the supporting text: '...should not have unreasonable restrictions or disturbances placed upon them as a result of development...'</b>

							<p>This will protect any community development to be located away from mineral sites, reduce the impact of HGVs and enhancing a sense of security and safety on local communities.</p> <p>To further protect communities SOC1 should be implemented to ensure that disturbances such as noise and dust are not unreasonable to communities in proximity of the mineral or waste sites.</p>	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Probable	Countywide	Indirect. Potential for permanent effects	<p>This policy states that no non-mineral or non-waste development would be granted next to mineral or waste sites. Therefore, indirectly this should include educational and training facilities, where the quality of education and training delivered would not be compromised by the existing or planned operation of minerals and waste sites, facilities and related infrastructure. The policy and supporting highlights the potential impacts of existing or planned minerals and waste sites, facilities and infrastructure on development, that no existing businesses or facilities should be unreasonably affected, however this could be more clearly highlighted to account for disturbances caused by mineral and waste sites (SOC1).</p> <p>Exceptions are made within the policy in relation to outweighing benefits of alternative development. This could reasonably apply to meeting need for new education and training developments. However, as discussed the appropriateness of alternative sites should be clarified within the policy in respect of amenity issues.</p>	
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Probable	Countywide	Indirect. Potential for permanent effects	<p>This policy states that no non-mineral or non-waste development would be granted next to mineral or waste sites. Therefore, indirectly ensure that new healthcare and leisure facilities are not located where their use or enjoyment could be compromised by the existing or planned operation of minerals and waste sites, facilities and related infrastructure. SOC1 should be implemented to further protect individuals' health, from factors such as</p>	

							<p>dust that could pose health risks. Ensuring that housing is not permitted that would compromise minerals sites, infrastructure and waste management sites should also reduce the risk of impacts on health from dust emissions, odour etc. However, in order to improve the clarity in respect of this issue, reference to the potential impacts of existing or planned minerals and waste sites, facilities or infrastructure on new development could be made. The policy accounts for the potential adverse social and environmental impacts that could occur if any non-mineral or non-waste sites would be granted for the development on exiting mineral and waste sites. Therefore any alternative sites, where the mineral or waste site would be reallocated would need to be appropriate and have acceptable impacts. This poses further certainty towards this objective.</p> <p>Exceptions are made within the policy in relation to outweighing benefits of alternative development. This could reasonably apply to meeting need for new healthcare and leisure developments.</p>	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Probable	Countywide	Direct. Potential for permanent effects	<p>Whilst the majority of minerals and waste are transported by road, the policy safeguards rail alignments and existing or proposed rail transshipment facilities, ensure opportunities for sustainable transportation continue to exist in County Durham. In addition, the safeguarding of processing facilities in County Durham is likely to contribute to reducing transportation distances that may be otherwise required if these were not present in County Durham.</p>	-
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Possible	Countywide	Indirect. Potential for permanent effects	<p>The potential for positive effects are predicted as the safeguarding of sites, facilities and infrastructure will contribute indirectly towards protecting existing and potentially new jobs. This may contribute to reducing levels of unemployment.</p> <p>In addition, the policy will permit non-minerals and waste development where it can be demonstrated that there is an outweighing need for it. This may relate to proposals which create jobs in areas of higher unemployment in the</p>	-

							County.	
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Probable	Countywide	Direct  Potential for permanent effects	Positive economic effects are predicted for the following reasons: <ul style="list-style-type: none"> <li>) The safeguarding of minerals and waste sites, facilities and infrastructure will contribute to the efficient continuation of the minerals and waste sectors in County Durham and their respective contribution to employment and the wider economy.</li> <li>) The policy ensures that where sites are not in active use, consideration is given to the current or anticipated future needs of the mineral, waste and construction industry.</li> <li>) The policy will permit non-minerals and waste development where it can be demonstrated that there is an outweighing need for it. This may relate to proposals which create jobs or encourage growth in key economic sectors.</li> </ul>	
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Probable	Countywide	Indirect. Potential for permanent effects	Linked to SA objective 5, the safeguarding of infrastructure which provides opportunity for sustainable modes of minerals and waste transportation and the safeguarding of processing facilities which are likely to contribute towards reducing transportation distances will also minimise associated greenhouse gas emissions.	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	0	0	0	Minor positive	Countywide	Indirect  Potential for permanent effects	Criterion a. of the policy stipulates that the loss of existing or planned sites, facilities and infrastructure will be accepted where there is an outweighing need for the non-minerals development. This could reasonably apply to the need for flood defence measures or other forms of mitigation to enable adaption to climate change.	-
<b>10. To protect and enhance biodiversity and geodiversity</b>	0	0	0	Minor	Countywide	Indirect  Potential for permanent effects	Safeguarding minerals and waste sites, facilities and infrastructure from other forms of development may contribute indirectly to minimising the need for new sites, facilities and infrastructure thereby helping to protect land in County Durham and associated biodiversity. Ensuring that non-minerals and non-waste developments are not located in close proximity to sites, facilities and infrastructure also helps to protect land and associated biodiversity in these locations. However, the safeguarding	-

							<p>of sites, facilities and infrastructure may in some cases lead to non-minerals and waste developments being located in areas of higher biodiversity/geodiversity value. The policy accounts for potential impacts by ensuring that that any alternative sites have acceptable social and environmental impacts, and should be of the quality of the existing site. This ensures no adverse impacts are permitted on biodiversity and geodiversity.</p> <p>Other policies in the Plan will ensure the acceptability of proposals are assessed, therefore overall effects are considered to be minor in nature.</p>	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	<b>0</b>	<b>0</b>	<b>0</b>	Minor	Countywide	Indirect  Potential for permanent effects	<p>Safeguarding minerals and waste sites, facilities and infrastructure from other forms of development may contribute indirectly to minimising the need for new sites, facilities and infrastructure thereby helping to protect land in County Durham, particularly within the open countryside and associated landscape character. Ensuring that non-minerals and waste developments are not located in close proximity to sites, facilities and infrastructure will also help to protect land and associated landscape value in these locations. However, the safeguarding of sites, facilities and infrastructure may in some cases lead to non-minerals and waste developments being located in areas of higher landscape value. Other policies in the Plan will ensure the acceptability of proposals are assessed, therefore overall effects are considered to be minor in nature.</p>	
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	Minor	Countywide	Indirect  Potential for permanent effects	<p>Safeguarding minerals and waste sites, facilities and infrastructure from other forms of development may contribute indirectly to minimising the need for new sites, facilities and infrastructure thereby helping to protect land and associated cultural heritage and the historic environment. Ensuring that non-minerals and waste developments are not located in close proximity to sites, facilities and infrastructure will also help to protect land and the associated historic environment in these locations. However, the safeguarding of sites, facilities</p>	

							and infrastructure may in some cases lead to non-minerals and waste developments being located in areas of higher cultural and historic value. Other policies in the Plan will ensure the acceptability of proposals are assessed, therefore overall effects are considered to be minor in nature.	
<b>13. To protect and improve air, water and soil resources</b>	✓	✓	✓	Possible	Countywide	Indirect  Potential for permanent effects	<p><b>Air:</b> Linked to SA objective 5, the safeguarding of infrastructure which provides opportunity for sustainable modes of minerals and waste transportation and the safeguarding of processing facilities which are likely to contribute towards reducing transportation distances will also minimise associated vehicle emissions to air.</p> <p><b>Water:</b> Safeguarding minerals and waste sites, facilities and infrastructure from other forms of development may contribute indirectly to minimising the need for new sites, facilities and infrastructure thereby helping to protect watercourses. Further protection is aided by the Amenity and Pollution policy, as the Plan is read as a whole.</p> <p><b>Soil:</b> Safeguarding minerals and waste sites, facilities and infrastructure from other forms of development may contribute indirectly to minimising the need for new sites, facilities and infrastructure thereby helping to protect soil resources.</p>	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	✓	✓	✓	Probable	Countywide	Direct and indirect effects  Potential for permanent effects	<p>The safeguarding of waste management sites will contribute to ensuring that sufficient waste management development is in place within County Durham to reuse and recycle waste. The safeguarding of waste sites may also contribute indirectly to minimising the need for new waste management developments, thereby minimising the use of resources and associated waste involve in the construction of these and potential impacts to communities and the environment. Furthermore, ensuring that planning permission is not consented for non-waste related development in proximity to waste sites, where incompatible, will ensure that adverse impacts to new residential areas, for example, as a result of existing waste management sites is avoided.</p>	

<p><b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b></p>	<p>✓✓</p>	<p>✓✓</p>	<p>✓✓</p>	<p>Possible</p>	<p>Countywide</p>	<p>Direct and indirect effects</p> <p>Potential for permanent effects</p>	<p>The safeguarding of minerals sites, infrastructure and facilities will contribute indirectly towards helping to meet an identified need for minerals.</p> <p>The safeguarding of minerals sites, facilities and infrastructure may also contribute indirectly to minimising the need for new minerals related development, thereby reducing potential future impacts to communities and the environment.</p> <p>Furthermore, the policy ensures that planning permission is not consented for non-minerals related development in proximity to minerals sites, facilities and infrastructure, will ensure that adverse impacts to new residential areas for example, as a result of existing minerals development is avoided. Further clarity can be provided through the provision of ENV1.</p>	<p><b>ENV1: Amend wording of the supporting text: ‘...should not have unreasonable restrictions or disturbances placed upon them as a result of development...’</b></p>
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**Policy 50, 51, 52: Primary Aggregate Provision, Locational Approach to the Future Supply of Primary Aggregates and Meeting Future Requirements**

Table 50 Policies 50, 51 & 52: Primary Aggregate Provision, Locational Approach to the Future Supply of Primary Aggregates, Meeting Future Aggregates Requirements								
SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<p><b>1. To provide everybody with the opportunity to live in a decent and affordable home</b></p>	<p>✓</p>	<p>✓</p>	<p>✓</p>	<p>Certain</p>	<p>Countywide and North East region</p>	<p>Indirect</p> <p>Permanent as policy seeks to maintain landbanks at all times</p>	<p>Ensuring that an adequate and steady supply of primary aggregates is maintained will contribute to the provision of construction materials needed for new housing and any associated infrastructure within the County and elsewhere in the region.</p>	<p>-</p>



<p><b>2. To promote strong secure communities</b></p>	<p>✓</p>	<p>✓</p>	<p>✓</p>	<p>Possible</p>	<p>Principally relates to communities in East, South and West Durham</p>	<p>Direct and Permanent</p>	<p>There are a number of factors within the collective policies and supporting text which contribute positively to avoiding the potentially adverse impacts of minerals working to communities including:</p> <ul style="list-style-type: none"> <li>) Ensuring that a need for additional mineral working can be demonstrated.</li> <li>) Presumption that no further provision of magnesian limestone or dolerite will be required due to the extent of existing permitted reserves</li> <li>) Whilst the locational approach to sand and gravel may extend the working duration of existing sites and potentially increase HGV movements, the initial preference towards deepening will ensure working takes place within an existing void so effects to communities are more likely to be acceptable.</li> <li>) The Meeting Future Aggregate Needs policy also requires all proposals for the extraction of aggregates to demonstrate that there will be no unacceptable adverse impacts on human health or the amenity of local communities. This should take into account the effects of HGV movements etc on communities.</li> <li>) Whilst the locational approach to carboniferous limestone is likely to concentrate working of this aggregate to the outcrop south of Barnard Castle and associated settlements, the requirement for proposals to demonstrate no unacceptable adverse impacts should take into account any cumulative effects of concurrent minerals working. The cumulative effects of minerals working will be addressed by an existing saved Minerals Local Plan policy until</li> </ul>	<p>-</p>
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							this is replaced by a new policy in the forthcoming Minerals and Waste DPD.	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Possible	Countywide	Indirect  Effects linked to the implementation of policy and subsequent operational life of quarry sites.	This policy may increase training opportunities linked to new carboniferous limestone sites and may extend existing training related to the concurrent working of magnesian limestone and sand and gravel. The locational approach to carboniferous limestone working will also contribute towards safeguarding the AONB and associated heritage and biodiversity/geodiversity as a lifelong learning resource.	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Possible	Principally relates to communities in East, South and West Durham	Direct and Permanent	As for SA objective 2, the factors which contribute positively to communities will also contribute positively to avoiding the potentially adverse health and wellbeing effects of minerals working e.g. noise, dust, vibration, loss of recreational amenity.	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	0	Possible	Countywide and within the NE region	Direct  Effects linked to the implementation of policy and subsequent operational life of quarry sites.	Whilst meeting the identified need for carboniferous limestone over the plan period and sand and gravel in the long term may increase levels of minerals transportation over and above existing levels, ensuring that proposals which exceed identified need are restricted and only permitted if they meet certain criteria will contribute to ensuring that the need to travel associated with minerals working is minimised to necessary levels only.  In relation to the locational approach, directing carboniferous limestone working away from the North Pennines AONB towards the carboniferous outcrop	-

							<p>south, south west and south east of Barnard Castle is likely to ensure new working is served by good access to the A66, A67 and markets in South Durham and the Tees Valley. Whilst this approach could increase the distances involved in transporting carboniferous limestone to markets in North Durham and Tyne and Wear the allocation of the western extension to Heights Quarry in Policy 59: Preferred Areas for Future Carboniferous Limestone Working will extend the operational life of this quarry within the AONB until 2046 and will therefore help to provide an ongoing supply of carboniferous limestone in the north of the County. No significant long term effects are therefore predicted.</p>	
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Possible	Principally relates to communities in East and South Durham	Indirect Effects linked to the implementation of policy and subsequent operational life of quarry sites.	<p>As the policy is supportive of maintaining a steady and adequate supply of primary aggregates it is likely to safeguard direct and indirect mineral related employment. Whilst the locational approach to carboniferous limestone may restrict employment opportunities within the North Pennines AONB, deprivation levels are relatively low in communities within the Carboniferous Limestone outcrop and the allocation of the western extension to Heights Quarry will safeguard existing employment in this area into the longer term.</p> <p>In addition, whilst the supporting text acknowledges that there is a presumption against new Magnesian Limestone working and extensions over the Plan period, evidence provided by operators to the Council indicates that many of the County's magnesian limestone sites have significant unrealised productive capacity. As a result, and in addition to the locational approach to sand and gravel (i.e. prioritise the extraction from beneath existing magnesian limestone quarries), existing levels of employment at magnesian limestone sites are likely to</p>	-

							be safeguarded.	
							As the policy also requires that minerals working will only be permitted where there will be no significant adverse impacts on the environment the implementation of the policy should ensure that environmental conditions in deprived areas do not decline further.	
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Short and mid-term effects – probable. Long term effects possible	Countywide and North East region	Direct  Potential for permanent effects	<p>As the policy is supportive of maintaining a steady and adequate supply of primary aggregates and specifically supports additional provision of Carboniferous Limestone, it will contribute positively to supporting both County Durham’s and the North East’s economy. Whilst the policy acknowledges that the majority of future supply needs are likely to be met by existing permitted reserves and allocated sites, allowance is made for additional mineral working where certain criteria are met, including economic considerations. Consideration of non-allocated sites may also help to ensure that competition in the supply of aggregates is maintained.</p> <p>Whilst the supporting text acknowledges that there is a presumption against new Magnesian Limestone working and extensions over the Plan period, evidence provided by operators to the Council indicates that many of the County’s magnesian limestone sites have significant unrealised productive capacity. As a result, and in addition to the locational approach to sand and gravel (i.e. prioritise the extraction from beneath existing magnesian limestone quarries), existing levels of employment at magnesian limestone sites are likely to be safeguarded.</p> <p>In addition, whilst the locational approach to carboniferous limestone may restrict minerals related employment opportunities within the North Pennines AONB, existing consents in the area are to 2042 which</p>	-

							could be extended further including by the allocation of the western extension to Heights Quarry.	
<b>8. To reduce the causes of climate change</b>	x	x	x	Probable	Countywide and beyond	Direct. Potential for permanent effects	<p>There are a number of elements within the policy which will contribute towards minimising greenhouse gas emissions related to minerals working. These include:</p> <ul style="list-style-type: none"> <li>) The locational approach to the working of carboniferous limestone will contribute towards protecting peatlands within the North Pennines which are an important carbon sink within County Durham;</li> <li>) The locational approach to sand and gravel extraction should also minimise emissions in relation to the energy needed to remove material in order to access the resource; and</li> <li>) Extending the end date for working of some sites to ensure the full recovery of permitted reserves may limit the need for new working and associated emissions.</li> </ul> <p>Negative effects are predicted overall however, as the implementation of the policy is likely to increase emissions over and above existing levels due to:</p> <ul style="list-style-type: none"> <li>) consenting additional sites or extensions to existing sites (including those allocated in the Plan) for Carboniferous Limestone working;</li> <li>) potentially consenting new sand and gravel extraction proposals to meet longer term need; and by</li> <li>) The working of existing permitted reserves where these relate to sites which are currently</li> </ul>	N/A – this is a residual effect

							inactive.	
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	x	x	x	Probable	East Durham in particular	Direct Potential for permanent effects	<p>Magnesian limestone is porous and is an aquifer and the Basal Permian Sands form part of the major aquifer. Therefore, the prioritisation of basal Permian sand extraction from beneath the floor of existing Magnesian limestone quarries may impact on the aquifer's ability to supply potable and agricultural water supplies, particularly in the event of drought conditions.</p> <p>However, whilst mineral extraction (basal Permian sand) would remove some of the aquifer the impact on the aquifer as a whole, which underlies the entirety of East Durham is likely to be negligible by virtue of the extent and size of the aquifer. In addition, the policy requires that in enabling a steady and adequate supply of primary aggregates unacceptable adverse impacts on the environment are to be avoided. Therefore, the actual impact and acceptability of it upon hydrological systems will need to be tested through the consideration of any future planning applications. Only proposals which can be adequately mitigated will be permitted. However, some adverse residual effects to hydro-geological systems may remain.</p>	Not applicable – any adverse effects are likely to be residual
<b>10. To protect and enhance biodiversity and geodiversity</b>	x	x	✓	Probable short and mid term effects. Possible long term effects	Principally relates to biodiversity and geodiversity in East, South and West Durham	Direct. Effects could be temporary or permanent depending upon restoration proposals.	<p>There are a number of elements within the policy which will contribute towards protecting biodiversity. These include:</p> <ul style="list-style-type: none"> <li>) Extending the end date for working of some sites to ensure the full recovery of permitted reserves may limit the need for new working and any associated temporary or permanent loss of biodiversity;</li> <li>) The locational approach to working taking place outside of and in locations which do not adversely affect the North Pennines AONB and Durham Heritage Coast will contribute towards</li> </ul>	<b>ENV1:</b> Major proposals should be informed by an ecological assessment and mitigation measures should be implemented to avoid harm as far as is possible and minimise effects. New and forthcoming policies on restoration requirements should ensure that net gains in biodiversity are

							<p>directing development away from areas of higher ecological value. The majority of internationally designated sites within County Durham are located in these areas;</p> <ul style="list-style-type: none"> <li>) Recognition that new working will be strongly resisted in areas which contain internationally and nationally designated sites and irreplaceable habitats e.g. peatland.</li> <li>) The requirement for all proposals to demonstrate that there will be no unacceptable adverse impacts upon the environment</li> </ul> <p>Negative effects are predicted overall however, as the implementation of the policy is likely to increase the loss of habitat within the short to mid-term as a result of:</p> <ul style="list-style-type: none"> <li>) consenting additional sites or extensions to existing sites (including those allocated in the Plan) for Carboniferous Limestone working; and by</li> <li>) Potentially consenting new sand and gravel extraction proposals to meet longer term need.</li> </ul> <p>The potential for longer term positive effects are however predicted if restoration proposals achieve net gains. This will be addressed by an existing saved Minerals Local Plan policy until this is replaced by a new policy in the forthcoming Minerals and Waste DPD. Opportunities through minerals working and restoration should be sought to better reveal geodiversity resources where possible.</p>	achieved.
<b>11. To protect and enhance the quality and character of</b>	x	x	✓/x	Certain short and	Principally relates to	Direct. Potential for permanent	This policy contributes to protecting landscape quality and character by:	<b>ENV2:</b> Major proposals should be informed by a landscape and visual

<b>landscape and townscape</b>				mid term effects. Possible long term effects	landscape quality in East, South and West Durham	effects	<ul style="list-style-type: none"> <li>) Directing working away from the nationally recognised landscape designations of the North Pennines AONB and Durham Heritage Coast;</li> <li>) Restricting minerals working (Magnesian limestone and sand and gravel) on prominent escarpment slopes;</li> <li>) Prioritising the deepening of existing Magnesian limestone sites to obtain sand which would keep working within existing quarry voids; and by</li> <li>) The requirement for all proposals to demonstrate that there will be no unacceptable adverse impacts upon the environment</li> </ul> <p>However, minerals working to maintain a steady and adequate supply of aggregates will inevitably have some adverse impacts upon landscape quality whilst sites are being worked and restored. The locational approach to working, whilst protecting nationally designated/defined areas of landscape value could alternatively locate mineral working to locally valued and identified Areas of Higher Landscape Value (AHLV) in County Durham.</p> <p>Longer term effects may be positive, negative or neutral depending upon the quality of restoration proposals and whether they lead to landscape enhancements or not.</p>	<p>impact assessment and mitigation measures should be implemented to avoid harm as far as is possible and minimise effects. New and forthcoming policies on restoration requirements should support landscape enhancement. In order to more accurately reflect the status of the Durham Heritage Coast and identified Areas of Higher Landscape Value and associated policies the following amendment is suggested:</p> <p>Proposals in or affecting any designated <b>or defined area</b>, site or habitat will be required to meet relevant plan policies.</p>
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	✓	✓	✓	Possible	Principally relates to East, South and West Durham	Direct. Potential for permanent effects	<p>The policy contributes to protecting the historic environment by:</p> <ul style="list-style-type: none"> <li>) Directing working away from Conservation areas and areas designated as a scheduled monument;</li> </ul>	<p><b>ENV3:</b> Opportunities to increase understanding of heritage as a result of minerals development should be sought and encouraged within</p>



							<ul style="list-style-type: none"> <li>) Directing working away from the North Pennines AONB and Durham Heritage Coast will also contribute towards protecting the historic environment within these areas</li> <li>) Prioritising the deepening of existing Magnesian limestone sites to obtain sand which would keep working within existing quarry voids and is unlikely to affect any archaeological features; and</li> <li>) Requirement for all proposals to demonstrate no unacceptable adverse impacts on the environment. This should ensure for example, the recording and appropriate protection of undiscovered archaeological features.</li> </ul> <p>However, in order to strengthen the policy further, minerals working should also be directed away from registered parks and gardens and battlefields.</p>	<p>policy e.g. interpretation and making information publicly available regarding discovery of buried remains / artefacts. The following amendment to the policy is also proposed:</p> <p>As far as practical, the main focus of aggregate working over the plan period should fall outside of and not adversely affect the North Pennines AONB, the Durham Heritage Coast or upon the County's Conservation Areas, and Scheduled Monuments and Registered Parks and Gardens and Battlefields.</p>
<b>13. To protect and improve air, water and soil resources</b>	x	x	x	Probable	Principally relates to East, South and West Durham	Direct. Impacts to air and soil are temporary. Impacts to water have the potential to be permanent.	The requirement for proposals to demonstrate that there will be no unacceptable adverse impacts upon either the environment, human health or the amenity of local communities and acknowledgement of the need for appropriate planning conditions will contribute towards protecting air, water and soil resources. However, some overall adverse effects are predicted for the following reasons:	<b>ENV4:</b> Impacts to air and soil are largely residual whilst sites are being worked and whilst can be minimised, cannot be avoided. Requirements within the Best and Most Versatile Agricultural Land and Soil Resources policy

						<p><b>Air:</b> The preference given to the deepening of existing Magnesian limestone sites for sand may contribute to minimising dust levels. However, the implementation of the policy is likely to increase emissions to air over and above existing levels due to:</p> <ul style="list-style-type: none"> <li>) consenting additional sites or extensions to existing sites (including those allocated in the Plan) for Carboniferous Limestone working;</li> <li>) potentially consenting new sand and gravel extraction proposals to meet longer term need; and by</li> <li>) The working of existing permitted reserves where these relate to sites which are currently inactive.</li> </ul> <p><b>Water:</b> Carboniferous and Magnesian limestone is porous and is an aquifer and the Basal Permian Sands form part of the major aquifer. As further working of Magnesian limestone sites (for sand) and Carboniferous limestone is likely to remove parts of underlying aquifers there is likely to be some adverse residual effects to hydro-geological system</p> <p><b>Soil:</b> Whilst, not likely to best and most versatile agricultural land, the locational approach to Carboniferous Limestone is likely to direct new working to areas of better quality agricultural land than that which exists within the North Pennines AONB. Long term residual adverse effects can however be avoided through good management of soils whilst sites are operational and through a high quality restoration scheme.</p>	<p>should ensure proper management and conservation of soil resources during operation. Impacts to aquifers are a residual impact.</p>
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<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	✓	✓	✓	Probable	Countywide	Direct and potential for permanent effects.	<p>This policy contributes positively to the sustainable and efficient use of materials by:</p> <ul style="list-style-type: none"> <li>) Only permitting proposals on unallocated sites where a need can be demonstrated, in addition to other criteria; and by</li> <li>) Extending the end date for working where it is demonstrated that permitted reserves would otherwise remain unworked</li> </ul>	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	✓	✓	✓	Probable	Principally relates to East, South and West Durham	Direct  Potential for permanent effects	<p>There are a number of factors within this policy that contribute positively to improving the sustainability of minerals extraction. These include:</p> <ul style="list-style-type: none"> <li>) Only permitting proposals on unallocated sites where, a need can be demonstrated, in addition to other criteria</li> <li>) Locational approach to new minerals working which aims to steer it away from environmentally sensitive areas;</li> <li>) Ensuring that there will be no unacceptable adverse impacts upon either the environment, human health or the amenity of local communities; and by</li> <li>) Supporting proposals that would avoid the sterilisation of mineral resources through criteria relating to extending the end dates of working.</li> </ul> <p>However, as discussed against SA objective 11 and 12, further emphasis within the policy could be placed on valued landscapes, registered parks and gardens and registered battlefields.</p>	Please see ENV2 and ENV3

## Policy 53: Brick Making Raw Materials

Table 51 Policy 53: Brick Making Raw Materials								
SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	✓	✓	✓	Certain	Countywide and North East region	Indirect  Potential for permanent effects if workings are repeatedly permitted / extended in order to maintain a 25 year stock of permitted reserves	This policy sets out the criteria by which new workings to meet the raw material needs of existing or new brickworks will be permitted. The supply of brick and tile products from brickworks will provide construction materials to enable the construction of new homes in County Durham and elsewhere in the region including affordable homes.	-
2. To promote strong secure communities	0	0	0	-	-	-	This policy ensures that proposals will only be permitted where it can be demonstrated that there will be no unacceptable adverse impacts upon the amenity and health of local communities. Issues such as traffic impacts and site safety/security for example, are therefore likely to be taken into due consideration through the planning process.	-
3. To improve education, training and life-long learning, and maintain a healthy labour market	0	0	0	Minor positive	Countywide and North East region	Indirect  Potential for permanent effects if workings are repeatedly	Policy will ensure that consented extraction is restricted so that the brick making raw material is only used for and by associated brickworks. This will contribute to ensuring a steady and adequate supply of materials to the brickworks which will indirectly contribute to safeguarding existing or new training opportunities linked to brickworks within and outside the County.	-

						permitted / extended in order to maintain a 25 year stock of permitted reserves		
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	The policy ensures that proposals will only be permitted where it can be demonstrated that there will be no unacceptable adverse impacts upon the amenity and health of local communities. It is anticipated therefore that proposals that have the potential to impact upon health and wellbeing through for example, dust, noise, loss of recreational amenity etc. and cannot be made acceptable through planning conditions will not be permitted.	-
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Certain	In locations within County Durham where brick making raw materials, including coal measure mudstone, glacial clay and fireclay are available and workable	Direct  Potential for permanent effects if workings are repeatedly permitted / extended in order to maintain a 25 year stock of permitted reserves	This policy will restrict proposals that are not able to demonstrate that production cannot be maintained from a site closer to the brickworks, thereby minimising transportation distances associated with getting the brick making raw materials to brickworks.	-
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Possible	Mid Durham and North	Indirect  Potential for permanent	Ensuring that proposals for new working which meet the raw material needs of brickworks are permitted where certain criteria can be met will contribute towards safeguarding employment opportunities linked to the	-

					Durham	effects if workings are repeatedly permitted / extended in order to maintain a 25 year stock of permitted reserves	existing brickworks in County Durham and Gateshead which are located in relatively deprived areas.	
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Certain	Countywide and North East region	Direct  Potential for permanent effects if workings are repeatedly permitted / extended in order to maintain a 25 year stock of permitted reserves	This policy ensures that consented extraction is restricted so that brick making raw materials are only used for and by the associated brickworks. This will contribute to ensuring a steady and adequate supply of materials to brickworks which will safeguard existing and any future employment opportunities in addition to ensuring the continuity of supply of bricks needed by the construction industry. These factors together contribute positively to economic development and growth within County Durham and the wider region.	-
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Certain	Countywide and beyond	Direct  Temporary although long term	Whilst, the extraction of brick making raw materials will inevitably increase greenhouse gas emissions, the requirement for brick making raw materials to be extracted as close as practicable to the brickworks that it supplies contributes towards minimising emissions.	
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	?	?	?	Uncertain	Countywide	Direct  Potential for permanent effects	The policy requires that new workings will only be permitted where there will be no unacceptable adverse impacts on the environment. It can therefore be assumed that new working would not significantly affect hydrological systems in the County which could exacerbate flood and drought conditions as a possible	<b>ENV1: Proposals should be accompanied by an environmental assessment to determine effects and</b>

							impact of climate change. However, depending on the location of sites and the depth to which they are worked some adverse effects may occur. The SA previously recommended that proposals should be accompanied by an environmental assessment to determine effects and any mitigation measures as necessary. This recommendation is still relevant	<b>any mitigation measures as necessary.</b>
<b>10. To protect and enhance biodiversity and geodiversity</b>	x	x	✓	Probable negative effects  Possible positive effects	In locations within County Durham where brick making raw materials, including coal measure mudstone, glacial clay and fireclay are available and workable	Direct. Potential for permanent effects	The policy requires that new workings will only be permitted where there will be no unacceptable adverse impacts on the environment. It can therefore be assumed that new working would not significantly affect biodiversity or geodiversity. However, it is considered that the excavation of sites will invariably have some adverse residual effects on biodiversity. These may be offset and may possibly improve upon existing conditions in the longer term through restoration proposals which include habitat creation measures.	<b>ENV2: Proposals should be accompanied by an environmental assessment to determine effects and any mitigation measures, albeit the loss of habitat during excavation is likely to be a residual effect. Restoration proposals should contribute to net gains in biodiversity.</b>
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	x	x	✓	Probable negative effects  Possible positive effects	In locations within County Durham where brick making raw materials, including coal measure mudstone, glacial clay and fireclay are available	Direct. Potential for permanent effects	Policy requires that new workings will only be permitted where there will be no unacceptable adverse impacts on the environment or amenity of local communities. It can therefore be assumed that new working would not significantly affect landscape character. However, there are likely to be some adverse visual effects and adverse effects to landscape features whilst new areas are excavated. However, there is the potential for longer term positive effects through restoration proposals which include landscape enhancement measures.	<b>ENV3: Proposals should be accompanied by an environmental assessment to determine effects and any mitigation measures, albeit some residual adverse impacts to landscape features and visual effects are likely to occur during excavation. Restoration proposals</b>

					and workable			should contribute to landscape enhancement.
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	x	x	0	Possible	In locations within County Durham where brick making raw materials, including coal measure mudstone, glacial clay and fireclay are available and workable	Direct. Potential for permanent effects	Policy requires that new workings will only be permitted where there will be no unacceptable adverse impacts on the environment. It can therefore be assumed that new working would not significantly affect heritage assets. However, there is potential for some adverse effects to the setting of listed buildings for example to occur during excavation. Longer term effects may be negligible depending upon restoration proposals.	<b>ENV4: Proposals should be accompanied by an environmental assessment to determine effects and any mitigation measures, albeit some residual adverse impacts to the setting of heritage assets may occur during excavation. Restoration proposals should ensure that any adverse effects are obviated following completion.</b>
<b>13. To protect and improve air, water and soil resources</b>	0	0	0	Minor negative in respect of soils are possible.	Countywide	Direct  Temporary	This policy will minimise emissions to air associated with the transportation of material by requiring brick making raw materials to be extracted as close as practicable to the brickworks that it supplies. In addition, this policy requires that new workings will only be permitted where there will be no unacceptable adverse impacts on the environment. It can therefore be assumed that new working would not significantly affect air, water or soil resources. Conditions regarding air, water and soil resources may also be applied and monitored throughout the working of proposals. However, depending on the location of sites and the depth to which they are worked some effects to groundwater resources may occur. It is inevitable that soil resources and potentially best and	<b>Not applicable: the disturbance of soil resources during excavation is a residual effect.</b>



							most versatile agricultural land will be disturbed during excavation. Effects may be for a temporary period only if restoration proposals restore the land back to agricultural use and manage soils properly throughout the working of the site.	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	✓	✓	✓	Certain	In locations within County Durham where brick making raw materials, including coal measure mudstone, glacial clay and fireclay are available and workable	Direct  Potential for permanent effects if workings are repeatedly permitted / extended in order to maintain a 25 year stock of permitted reserves.	This policy contributes positively to the sustainable and efficient use of resources by: <ul style="list-style-type: none"> <li>) Restricting the use of the brick making raw material to the associated brickworks, which ensures that the material is used specifically for the use it is intended; and</li> <li>) Ensuring flexibility in the time period of workings where it is demonstrated that permitted reserves would otherwise remain unworked</li> </ul>	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	✓	✓	✓	Certain	In locations within County Durham where brick making raw materials, including coal measure mudstone, glacial clay and fireclay are available	Direct  Potential for permanent effects if workings are repeatedly permitted / extended in order to maintain a 25 year stock of permitted reserves.	This policy aims to meet an identified need for material where need can be demonstrated and where there will be no unacceptable adverse impacts on the environment or the amenity and health of local communities. The policy also contributes to reducing potentially adverse impacts of minerals working by minimising the distances that raw materials will be transported to brickworks. However, it is considered that the policy could contribute further to meeting an identified need for minerals by taking account of potential circumstances where more than one source of brick clay is needed to enable appropriate blends to be made, as per para 208 (d) of the NPPF. The following	<b>ENV5: Amend wording to reflect paragraph 208 (d) of the NPPF in relation to taking account of the potential need to use several sources of brick clay to enable appropriate blends to be made.</b>

					and workable		wording or similar may address this aspect: <ul style="list-style-type: none"> <li>A. They are required to maintain a stock of permitted reserves of <b>appropriate properties</b> and this need cannot be met from an existing permission associated with the brickworks.</li> <li>B. They are required to maintain a 25 year stock of permitted reserves of <b>appropriate properties</b> and this need cannot be met from an existing permission or allocation related to the associated brickworks.</li> <li>C. It can be demonstrated that the raw material needs cannot be met from a site, <b>or sites</b>, closer to the brickworks</li> </ul>	
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**Policy 54: Surface Mined Coal and Fireclay**

SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	✓	✓	?	S/M – Certain  L - Uncertain	Countywide and North East region	Indirect  Temporary effects linked to the working duration of surface mined coal sites which	Ensuring that regard is given to the potential for surface mined coal proposals to also meet the ongoing needs of brickworks for fireclay will contribute to providing construction materials to enable the construction of new homes in County Durham and elsewhere in the region including affordable homes.  Long term effects are uncertain as whilst coal has uses and applications beyond power stations, the Government's commitment to phase out coal fired power	-

						the policy restricts the piecemeal working of.	stations by 2025 could have an impact on the scale of surface mined coal working in the County towards the end of the Plan period and beyond and therefore any indirect associated benefits.	
<b>2. To promote strong secure communities</b>	✓/x	✓/x	✓/x	Uncertain	Within coalfield area of County Durham	Direct  Some effects could be temporary linked to the working duration of sites, whereas others could be permanent e.g. addressing legacy issues	Despite the likelihood that the scale of surface mined coal working is unlikely to increase significantly over the Plan period impacts upon communities could be positive or negative. As the policy includes a caveat that 'where proposals are not acceptable or cannot be made so, consideration will be given to national, local or community benefits which clearly outweigh the adverse impact' there is potential allowance given for direct or indirect harm to the amenity of local communities.  Alternatively, unacceptable harm may be caused to an environmental receptor but there are community benefits to be derived which are considered to outweigh the negative effects to the environment.	<b>The level of uncertainty regarding whether either positive or negative effects will be realised is an inherent and residual effect as the requirement to consider the benefits of proposals which would otherwise be unacceptable is given within Paragraph 211 of the NPPF.</b>
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	?	S/M – Possible  L - Uncertain	Countywide and beyond	Indirect  Temporary effects linked to the working duration of surface mined coal	Prioritising the recovery and supply of fireclays and brickclays to local brick works, followed by those elsewhere in the country will contribute to maintaining current production, employment and therefore associated training opportunities are maintained.  Long term effects are uncertain as whilst coal has uses and applications beyond power stations, the Government's commitment to phase out coal fired power stations by 2025 could have an impact on the scale of surface mined coal working in the County towards the	-

						sites which the policy restricts the piecemeal working of.	end of the Plan period and beyond and therefore any indirect associated benefits.	
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓/x	✓/x	✓/x	Uncertain	Within coalfield area of County Durham	Effects could be either direct or indirect and may be permanent	<p>Despite the likelihood that the scale of surface mined coal working is unlikely to increase significantly over the Plan period impacts upon health could be positive or negative. As the caveat is given that 'where proposals are not acceptable or cannot be made so, consideration will be given to national, local or community benefits which clearly outweigh the adverse impact' there is potential allowance given for direct or indirect harm to health as a result of for example, noise levels</p> <p>Alternatively, unacceptable harm may be caused to an environmental receptor but there are community benefits to be derived which are considered to outweigh the negative effects to the environment. Such community benefits e.g. restoration proposals which improve upon existing recreation and leisure opportunities may contribute directly to healthier lifestyles.</p>	<b>The level of uncertainty regarding whether either positive or negative effects will be realised is an inherent and residual effect as the requirement to consider the benefits of proposals which would otherwise be unacceptable is given within Paragraph 211 of the NPPF.</b>
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	?	S/M – Possible L - Uncertain	Countywide	<p>Direct</p> <p>Temporary effects linked to the duration of surface mined coal sites which the policy restricts the piecemeal</p>	<p>The winning and working of local coal may reduce distances involved in the transportation of coal to coal suppliers in County Durham and end users e.g. households with solid fuel heating systems.</p> <p>Prioritising the supply of any fireclays and brickclays to local brickworks may also help to reduce distances of mineral transportation.</p> <p>Long term effects are uncertain as whilst coal has uses and applications beyond power stations, the Government's commitment to phase out coal fired power stations by 2025 could have an impact on the scale of surface mined coal working in the County towards the end of the Plan period and beyond and therefore any</p>	-

						working of.	associated benefits.	
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Possible	Within coalfield area of County Durham	Direct  Potential for permanent effects	Ensuring that unacceptable proposals are considered against any benefits related to the reclamation of derelict land or addressing coal mining legacy issues may help to improve conditions in deprived areas and may further stimulate the regeneration of such areas.	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	?	S/M – Probable  L - Uncertain	Countywide and beyond	Direct  Some effects will be temporary, linked to the working duration of surface mined coal sites, whereas others could be permanent linked to addressing legacy issues, for example.	This policy is considered to contribute positively to economic growth in a number of ways, described as follows:  <ul style="list-style-type: none"> <li>) Where proposals could incur unacceptable adverse impacts, the policy ensures that due consideration will be given to the potential for co-ordinated working of coal, brickclay and fireclay (of a suitable quality) to supply brickworks. In addition to supporting brickworks, this will also contribute to preventing the unnecessary sterilisation of mineral resources. Prior extraction of coal/fireclay in advance of other forms of development where significant delays would not be incurred and can be undertaken in an acceptable manner will also minimise the sterilisation of valuable resources;</li> <li>) Prioritising the recovery and supply of fireclays and brickclays to local brick works will contribute towards maintaining production, employment and the supply of bricks needed by the construction industry.</li> <li>) Where proposals are otherwise unacceptable, due regard will be given to the economic growth benefits that the proposals contribute to in respect of the provision of coal for power generation (albeit the Government is committed to phasing this out) and other sectors of the UK economy along with the employment that would be generated by any given proposal</li> </ul>	-

							<p>) Proposals which reclaim derelict or contaminated land may also contribute towards the regeneration of areas and encourage inward investment.</p> <p>With the exception of any regeneration benefits, long term effects are considered to be uncertain as whilst coal has uses and applications beyond power stations, the Government's commitment to phase out coal fired power stations by 2025 could have an impact on the scale of surface mined coal working in the County towards the end of the Plan period and beyond and therefore any associated economic benefits.</p>	
<b>8. To reduce the causes of climate change</b>	x	x	x	Certain	Countywide and beyond	Direct and permanent	<p>This policy will go some way towards minimising greenhouse gas emissions as the winning and working of coal in County Durham may reduce distances involved in the transportation of coal to local coal suppliers and brickclay / fireclay to local brickworks.</p> <p>However, negative effects are still predicted as the end use of coal as an energy source is carbon intensive and the Government has pledged to close all coal fired power plants by 2025 in recognition that coal is the 'dirtiest fossil fuel'</p> <p>There is also extremely limited potential for carbon capture and use of methane from coal mines in County Durham.</p> <p>The National Planning Policy Framework encourages capture and use of methane from coal mines in active and abandoned coalfield area. However, the British Geological Survey (2000) Durham Tees Valley Mineral Resources and Constraints report states that:</p> <p>"The average methane content of seams in the Durham / Northumberland coalfield is 1.3 m<sup>3</sup>/t. Most commercially – extracted coalbed methane comes from seams with more than 7 m<sup>3</sup>/t of coal. These low contents, together with intensive past underground working for coal, make the</p>	<b>Not applicable – this is a residual effect</b>

							Durham coalfield unattractive for coalbed methane exploitation”	
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	0	0	0	-	-	-	Surface mined coal sites are unlikely to affect flood water storage or groundwater resources due to the depth at which they are worked.	-
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓/x	✓/x	✓/x	Uncertain	Potential for effects to be Countywide and not solely restricted to the coalfield area.	Effects could be either direct or indirect and may be permanent	Despite the likelihood that the scale of surface mined coal working is unlikely to increase significantly over the Plan period impacts upon biodiversity and geodiversity could be positive or negative. As the caveat is given that ‘where proposals are not acceptable or cannot be made so, consideration will be given to national, local or community benefits which clearly outweigh the adverse impact’ there is potential allowance given for direct or indirect harm to biodiversity and geodiversity resources through for example loss of habitat and disturbance. However, the wording of the supporting text does safeguard European Protected wildlife sites by recognising that where there is potential for adverse effects to European Protected sites to occur, outweighing local or community benefits will not apply.  Alternatively, unacceptable harm may be caused to communities but there are environmental benefits to be derived which are considered to outweigh the negative effects to communities. Environmental benefits delivered through for example the restoration of sites may contribute to net gains in biodiversity or enhance the legibility of geodiversity.	<b>The level of uncertainty regarding whether either positive or negative effects will be realised is an inherent and residual effect as the requirement to consider the benefits of proposals which would otherwise be unacceptable is given within Paragraph 211 of the NPPF.</b>
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓/x	✓/x	✓/x	Uncertain	Within coalfield area of County Durham	Direct  Effects could be temporary in the event that sites can be fully restored	Despite the likelihood that the scale of surface mined coal working is unlikely to increase significantly over the Plan period and the policy restricts the piecemeal working of such there are large areas within the exposed coalfield which have been recognised as valued landscapes. Although a few small areas within these areas have been worked previously the greater parts of these areas remain undisturbed by such mineral working and would be particularly vulnerable to surface mined coal working. The	<b>The level of uncertainty regarding whether either positive or negative effects will be realised is an inherent and residual effect as the requirement to consider the benefits of proposals which would</b>

						back to their former state following the cessation of working. However, if this is not possible there will be permanent residual effects. Also potential for permanent positive effects in relation to proposals which contribute towards land reclamation	caveat provided within the policy that 'where proposals are not acceptable or cannot be made so, consideration will be given to national, local or community benefits which clearly outweigh the adverse impact' allows for harm to local landscape value. However, it is recognised that such harm may be temporary in nature depending on the ability to fully restore sites and quality of such.  Alternatively, unacceptable harm may be caused to communities but there are environmental benefits to be derived which are considered to outweigh the negative effects. For example, the contribution of proposals towards the comprehensive reclamation of areas of derelict or contaminated may contribute positively to landscape character and quality.	<b>otherwise be unacceptable is given within Paragraph 211 of the NPPF.</b>
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	✓/x	✓/x	✓/x	Uncertain	Within coalfield area of County Durham	Effects could be either direct or indirect and may be permanent	Despite the likelihood that the scale of surface mined coal working is unlikely to increase significantly over the Plan period, impacts upon heritage assets could be positive or negative. As the caveat is given that 'where proposals are not acceptable or cannot be made so, consideration will be given to national, local or community benefits which clearly outweigh the adverse impact' there is potential allowance given for direct or indirect harm to heritage resources through for example destruction of asset, impacts upon setting or loss of context. Alternatively, harm may be caused to different environmental or community receptors and the benefits for the historic environment (for example recording of undiscovered archaeological features) may outweigh adverse effects.	<b>The level of uncertainty regarding whether either positive or negative effects will be realised is an inherent and residual effect as the requirement to consider the benefits of proposals which would otherwise be unacceptable is given within Paragraph 211 of the NPPF.</b>
<b>13. To protect and improve air, water</b>	✓/x	✓/x	✓/x	Uncertain	Within coalfield	Effects could be	Despite the likelihood that the scale of surface mined coal working is unlikely to increase significantly over the Plan	<b>The level of uncertainty regarding whether</b>



and soil resources					area of County Durham	either direct or indirect and may be permanent	<p>period impacts upon air, water or soil resources could be positive or negative. As the caveat is given that where proposals are not acceptable or cannot be made so, consideration will be given to national, local or community benefits which clearly outweigh the adverse impact' there is potential allowance given for direct or indirect harm to air, water and soil resources.</p> <p>Alternatively, harm may be caused to a different environmental or community receptor and the benefits to water and soil resources (air quality not as relevant) may outweigh adverse effects.</p> <p><b>Water – (potential positive effects)</b> Ensuring proposals that are not otherwise acceptable are assessed in light of their contribution toward remediating contaminated land and coal mining legacy issues may help to improve water quality. Mine water pollution is a particular problem for groundwater resources in County Durham.</p> <p><b>Soil (potential positive effects)–</b> Ensuring proposals that are not otherwise acceptable are assessed in light of their contribution toward remediating contaminated land and coal mining legacy issues may help to improve soil quality</p>	<b>either positive or negative effects will be realised is an inherent and residual effect as the requirement to consider the benefits of proposals which would otherwise be unacceptable is given within Paragraph 211 of the NPPF.</b>
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	✓	✓	?	S/M – Probable  L - Uncertain	Within coalfield area of County Durham	Direct and temporary	<p>Policy ensures that brickclay and fireclay as a by-product of coal mining will not go to waste.</p> <p>Long term effects are uncertain as whilst coal has uses and applications beyond power stations, the Government's commitment to phase out coal fired power stations by 2025 could have an impact on the scale of surface mined coal working in the County towards the end of the Plan period and beyond and therefore any associated benefits.</p>	-
<b>15. To improve the sustainability of</b>	?	?	?	Uncertain	Within coalfield	Potential for a range of	The overall effects of this policy are uncertain in relation to whether adverse impacts on communities and the	-

minerals extraction and use and reduce adverse impacts on communities and the environment					area of County Durham	direct, indirect permanent and temporary effects	environment will be sufficiently reduced due to the allowance given within the NPPF and therefore the policy for considering whether benefits outweigh harm in determining planning permission. Whilst the NPPF requires that great weight is given to the benefits of mineral extraction the specific requirement to consider whether such benefits outweigh harm is only applied to the extraction of coal.	
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### Policy 55: Natural Building and Roofing Stone

SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	✓	✓	✓	Certain	Countywide, North East and nationally	Indirect  Potential for permanent effects	Ensuring that a steady and adequate supply of natural building and roofing stone is available is necessary for new housing proposals and restoration projects across County Durham and other parts of the north east region and country regardless of where new working is located. However, delivery of the desired housing mix, type and quality will be the responsibility of other policy areas within the County Durham Plan.	-
2. To promote strong secure communities	0	0	0	Probable minor effects	West Durham	Direct  Temporary but long term effects due to the working duration of	Historically, production of natural and building stone in County Durham has been small scale in nature. With the exception of two sites (Cat Castle Quarry and Dunhouse Quarry) other natural building and roofing stone quarries in the county are relatively small scale operations, with the overall scale of production being no more than 500 to 2,500 tonnes per annum and with a number only being worked intermittently.	<b>SOC1: Effects could be avoided or minimised further through adherence to the County Durham freight map.</b>

						natural building and roofing stone sites.	In the event that production continues to be small scale it is considered that the impact of haulage movements on communities will be de-minimus (e.g. similar to the impact of farm traffic). However, any adverse effects can be avoided or minimised through adherence to the County Durham freight map. These maps show the designated road network that the drivers of heavy goods vehicles are expected to use to access destinations within the County. Please also note that the policy stipulates that planning permission will be granted for proposals for new and extensions to existing quarries provided that there will be no unacceptable adverse impacts upon human health or the amenity of local communities. It is anticipated therefore that proposals that would generate significant traffic impact upon communities would not be permitted.	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Possible	West Durham	Indirect  Potential for permanent effects	Potential for increased training opportunities in the event that new quarries are permitted. Extending existing quarries will also contribute towards safeguarding existing training in the industry. In addition, the restrictive approach to major natural building and roofing stone working in the North Pennines Area of Outstanding Natural Beauty (AONB) will indirectly protect the AONB as an outdoor learning resource and its associated educational activities and opportunities.	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Probable	West Durham	Direct  Temporary effects linked to the working of quarries. Potential for	The policy stipulates that planning permission will be granted for proposals for new and extensions to existing quarries provided that there will be no unacceptable adverse impacts on either the environment, human health or amenity of local communities. It is anticipated therefore that proposals that have the potential to impact upon health and wellbeing through for example, dust, noise, loss of recreational amenity etc. and cannot be made acceptable through planning conditions will not be permitted.	-

						permanent effects in respect of AONB protection.	In addition, the restrictive approach to major natural building and roofing stone working in the North Pennines AONB and the requirement for non-major proposals to be carefully assessed against the need to avoid adverse impacts on recreational opportunities (whilst not a primary purpose of designation) will indirectly protect the tranquillity and recreational resource of the North Pennines AONB and its associated positive physical and mental wellbeing benefits.	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Probable	West Durham	Direct  Temporary but long term effects due to the working duration of natural building and roofing stone sites.	The restrictive nature of the policy towards major new natural building and roofing stone working in the North Pennines AONB is likely to contribute towards directing major proposals to the Namurian rock outcrop in the Dales Fringe County Character Area which is the only other part of County Durham where natural building and roofing stone working is now occurring. This will ensure that major proposals are served by good access to the A66, A67, markets in South Durham and the Tees Valley and to existing stone processing sites which are located within quarries in the Dales Fringe area.  As no natural building and roofing stone working currently takes place in the North Pennines AONB, this approach is not considered to increase distances that minerals are otherwise transported to markets to the North. The flexibility in the policy to permit non-major natural building and roofing stone working in the AONB where certain criteria are met including, demonstrating that the stone is required primarily to meet demand within the AONB will contribute towards reducing the distances involved in the supply of locally required materials.	-
<b>6. To alleviate deprivation and poverty</b>	0	0	0	Probable minor effects	West Durham	Indirect  Temporary but long term effects due to the	The restrictive nature of the policy towards major new natural building and roofing stone working in the North Pennines AONB is likely to contribute towards directing major proposals to the Namurian rock outcrop in the Dales Fringe County Character Area and may therefore improve physical access to jobs for communities in that part of County Durham. In relation to the North Pennines AONB, restricting major new working in this location is not	-

						working duration of natural building and roofing stone sites.	considered to significantly impact upon physical access to jobs over and above existing levels as no natural building and roofing stone working currently takes place in the AONB. Historically, working of natural building and roofing stone has been small scale in nature and the policy provides flexibility for non-major working where certain criteria can be met.	
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Certain	West Durham, County Durham and wider North East region	Direct  Potential for permanent effects	<p>Consenting permission as per the policy for new or extensions to existing quarries where it can be demonstrated that it will help maintain a steady, adequate and diverse supply of natural building and roofing stone will help to provide direct and indirect employment associated with the working of stone, including safeguarding existing employment and creating new employment in the extraction and processing of natural building and roofing stone. Ensuring that a steady and adequate supply of natural building and roofing stone is maintained will also contribute to County Durham's rural economy and will provide the materials that the construction industry requires, thereby contributing to the wider economy.</p> <p>The locational approach to steering major new working away from locations within and that could affect the setting of the AONB will contribute to safeguarding the natural beauty and sense of remoteness of the area which is a tremendous economic asset and draw for visitors to County Durham.</p> <p>AONBs are unique and irreplaceable national assets and along with National Parks they represent the country's finest countryside. The special qualities of the AONB underpin tourism in the North Pennines which is an increasingly important aspect of the rural economy.</p> <p>As no natural building and roofing stone working currently</p>	-

							takes place within the AONB, the locational approach towards major proposals is not considered to significantly affect the existing contribution of the working of stone to the economy, or jobs. The policy provides flexibility to allow non-major working where certain criteria can be met.	
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Probable	Countywide	Indirect  Potential for permanent effects	<p>Whilst further permissions for the extraction of natural building and roofing stone may increase greenhouse gas emissions over and above that currently associated with this activity in County Durham, the locational approach to directing major new working away from the North Pennines AONB and only permitting non-major working where certain criteria are met will contribute to reducing the causes of climate change in the following ways:</p> <ul style="list-style-type: none"> <li>) The policy will help to protect the peatlands of the North Pennines AONB which serve as an important carbon sink.</li> <li>) Directing major new working to areas outside of the North Pennines AONB will minimise distances that stone is transported to stone processing facilities and associated greenhouse gas emissions.</li> <li>) For non-major proposals, demonstrating that the stone is required primarily to meet demand within the AONB will contribute towards reducing the distances involved in the transportation of locally required materials and associated emissions.</li> </ul>	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	✓	✓	✓	Possible	West Durham	Indirect  Potential for permanent effects	<p>The Policy will help to safeguard existing hydrological systems and peatlands within the AONB which contribute to water attenuation, minimising flood risk in the wider catchment.</p> <p>However, as the policy is likely to alternatively direct development to the Dales Fringe County Character area, the effect depends upon whether the site could alter the functioning etc. of hydrological systems. Effects also depend upon whether working below the water table is</p>	-

							likely to be required. Inadequate control of groundwater rebound as a result of dewatering activities could lead to flooding. However, the policy states that permission will only be granted where there will be no unacceptable adverse impacts on the environment. Therefore, it is assumed that the impact of proposals upon hydro-geomorphology will be taken into account and only acceptable proposals i.e. those that have no adverse effect or that can be sufficiently mitigated will be permitted.	
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓	✓	✓	Possible	West Durham	Direct  Potential for permanent effects	<p>Although the extraction of natural building and roofing stone will invariably have some adverse residual effects on biodiversity, the locational approach to directing major proposals outside of the North Pennines AONB and the intention stipulated within the supporting text to guide all new working to locations which do not impact upon and lie outside of internationally designated wildlife sites will contribute towards protecting associated qualifying species and habitat. Short, medium and long term positive effects are therefore predicted.</p> <p>Whilst the alternative is that the policy may direct working to other bio-diverse areas within the County, the policy stipulates that permission will only be granted where there will be no unacceptable adverse impacts on the environment. Therefore, it is assumed that the impact of proposals upon biodiversity and geodiversity will be taken into account and only acceptable proposals i.e. those that have no adverse effect or that can be sufficiently mitigated will be permitted.</p> <p>Please note that the restoration of quarries can provide net gains in biodiversity and positive effects relating to geodiversity may also be derived as mineral working can help create geodiversity by exposing rock outcrops.</p>	<b>ENV1:</b> Proposals should be accompanied by an environmental assessment where appropriate to determine effects and any mitigation measures, albeit the loss of habitat during excavation is likely to be a residual effect. Restoration proposals should contribute to net gains in biodiversity.
<b>11. To protect and enhance the quality and character of landscape and</b>	✓	✓	✓	Certain	West Durham	Direct  Potential for	<p>Although the excavation of sites are likely to cause some adverse visual effects and adverse effects to landscape features whilst areas are worked, the policy seeks to minimise effects by directing major proposals to locations</p>	<b>ENV2: Proposals should be accompanied by an environmental</b>

townscape						permanent effects	<p>outside of and which do not affect the North Pennines AONB designation. Non-major proposals will also only be permitted where they do not impact upon the AONB's special qualities and meet other restrictive criteria. Short, medium and long term positive effects are therefore predicted.</p> <p>The criteria relating to demonstrating that the stone is required either primarily for use within the AONB and/or for restoring heritage assets is considered to be sufficiently restrictive to avoid potentially adverse cumulative effects occurring as a result of permitting numerous non-major proposals.</p> <p>The working of natural building and roofing stone used to match existing building materials also contributes to the maintenance of local landscape fabric and construction of buildings in character with the local area.</p> <p>Furthermore, whilst this policy is likely to direct working to other areas of landscape value within the Dales Fringe County Character Area (a large proportion of which is recognised as being of high landscape value), the policy stipulates that permission will only be granted where there will be no unacceptable adverse impacts on the environment. Therefore, it is assumed that the impact of proposals upon landscape character will be taken into account and only acceptable proposals i.e. those that have no adverse effect or that can be sufficiently mitigated will be permitted.</p>	<p><b>assessment where appropriate to determine effects and any mitigation measures, albeit some residual adverse impacts to landscape features and visual effects are likely to occur during excavation. Restoration proposals should contribute to landscape enhancement.</b></p>
12. To protect and enhance cultural heritage & the historic environment	✓	✓	✓	Probable	West Durham	Direct Potential for permanent effects	<p>The locational approach to the working of natural building and roofing stone will contribute to the protection of cultural heritage and the historic environment within the North Pennines AONB by:</p> <ul style="list-style-type: none"> <li>) directing major proposals away from the AONB,</li> <li>) ensuring that non-major proposals within the</li> </ul>	-



						<p>AONB area are carefully assessed in respect of their impact upon cultural heritage; and</p> <ul style="list-style-type: none"> <li>) by requiring such proposals to demonstrate that the stone is primarily to meet the requirements for new build or repair work in the AONB which contributes to maintaining historic character; or</li> <li>) It is for the repair of other heritage assets where the stone is required to provide an exact or equivalent match to the original used.</li> </ul> <p>Whilst the locational approach may alternatively direct proposals (major in particular) toward sensitive heritage receptors in the Dales Fringe County Character Area, the policy stipulates that permission will only be granted where there will be no unacceptable adverse impacts on the environment. Therefore, it is assumed that the impact of proposals upon the historic environment will be taken into account and only acceptable proposals i.e. those that have no adverse effect or that can be sufficiently mitigated will be permitted.</p>	
<b>13. To protect and improve air, water and soil resources</b>	✓	✓	✓	Possible	Within West Durham	<p>Direct</p> <p>Potential for permanent effects</p> <p>Granting planning permission for new and / or extensions to existing quarries may increase emissions of dust to air and risk of soil erosion and water contamination. However, this policy stipulates that permission will only be granted where there will be no unacceptable adverse impacts on the environment. Therefore, it is assumed that the impact of proposals upon air, water and soil resources will be taken into account and only acceptable proposals i.e. those that have no adverse effect or that can be sufficiently mitigated will be permitted. Conditions regarding air, water and soil resources may also be applied and monitored throughout the working of proposals. Otherwise this policy should bring about the following effects:</p> <ul style="list-style-type: none"> <li>) <b>Air</b> - Directing major new away from the North</li> </ul>	<b>Not applicable: the disturbance of soil resources during excavation is a residual effect.</b>

							<p>Pennines AONB will minimise distances that stone is transported to stone processing facilities and associated emissions to air. In addition, for non-major proposals, demonstrating that the stone is required primarily to meet demand within the AONB will contribute towards reducing the distances involved in the transportation of locally required materials and associated emissions.</p> <p>) <b>Soil</b> - Directing major proposals to locations outside of the North Pennines AONB will contribute to protecting peatlands but may alternatively locate new working within better quality agricultural land in more lowland areas. However, effects may be for a temporary period only if restoration proposals restore the land back to agricultural use and manage soils properly throughout the working of the site.</p>	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	0	0	0	Possible minor positive effects	West Durham and beyond	Indirect  Potential for permanent effects	Minor positive effect – ensuring a steady and diverse supply of building and roofing stone will contribute to the maintenance / adaption of buildings which may contribute towards reducing the number of new buildings required and associated construction / demolition waste.	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	✓	✓	✓	Probable	West Durham	Direct  Potential for permanent effects	The locational approach is directly compatible with reducing the adverse impacts on the environment of minerals working as it aims to direct major new working away from the North Pennines AONB. The intention given within the supporting text to direct all working away from internationally designated sites also contributes positively to the protection of the environment from minerals working.	-

## Policy 56: Reopening of Relic Building Stone Quarries for Heritage Projects

Table 54 Policy 56: Reopening of Relic Building Stone Quarries for Heritage Projects								
SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	0	0	0	Minor positive - certain	Countywide, North East and nationally	Indirect  Permanent	The policy will contribute to the supply of suitable natural building and roofing stone for housing maintenance and restoration projects across County Durham and potentially other parts of the North East region and country.	-
2. To promote strong secure communities	0	0	0	-	-	-	Proposals to reopen, on a time limited basis, quarries to provide building and roofing stone will be directed to relic sites as identified by Historic England through the Strategic Stone study. No effects are predicted against the objective as the policy will only permit the reopening of sites (or extraction close to these quarries) where it can be demonstrated that there would be no unacceptable adverse impacts on the amenity of local communities. Production is also likely to be relatively small scale in nature and on a temporary, time limited basis as the purpose of extraction is for conservation work only.	-
3. To improve education, training and life-long learning, and maintain a healthy labour market	0	0	0	-	-	-	No clear link	-
4. To reduce health inequalities and	0	0	0	-	-	-	No effects are predicted against the objective as the policy will only permit the reopening of sites (or extraction close to these	-

<b>promote healthy lifestyles</b>							quarries) where it can be demonstrated that there would be no unacceptable adverse impacts on human health or the amenity of local communities. It is anticipated therefore that proposals that have the potential to impact upon health and wellbeing through for example, dust, noise, loss of recreational amenity etc. and cannot be made acceptable through planning conditions will not be permitted. In addition, production is also likely to be relatively small scale in nature and on a temporary, time limited basis as the purpose of extraction is for conservation work only.	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	0	0	0	-	-	-	No positive or negative effects are predicted as the Strategic Stone Study indicates that stone from County Durham is predominantly linked to historic structures in County Durham, <sup>67</sup> therefore the distances that such stone is likely to be transported for conservation work is minimal. Due to the limited nature of production, traffic volumes are also likely to be low.	-
<b>6. To alleviate deprivation and poverty</b>	0	0	0	-	-	-	No clear link	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Possible	Countywide	Indirect  Temporary as proposals will be for the temporary reopening of disused	The policy aims to provide flexibility in terms of helping to facilitate a supply of small quantities of stone for use in restoration and heritage projects In terms of levels of employment it is unlikely that the policy will significantly increase existing levels, however it may help to safeguard niche jobs in restoration and conservation.	-

<sup>67</sup> Historic England (2012) Strategic Stone Study – A building Stone Atlas of County Durham, Tyne and Wear and Cleveland

						sites and will be subject to time limitations		
<b>8. To reduce the causes of climate change</b>	0	0	0	Minor negative possible	Countywide	Direct  Temporary as proposals will be for the temporary reopening of disused sites and will be subject to time limitations	The extraction and transportation of natural building and roofing stone will increase greenhouse gas emissions generally in the County. However, the scale of extraction and length of time that stone can be extracted will be limited through policy and therefore effects are unlikely to be significant.	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	0	0	0	-	-	-	No effects, either positive or negative are predicted as the policy will only permit the reopening of sites or nearby extraction where it can be demonstrated that there would be no unacceptable adverse impacts upon the environment. Impacts upon hydro-geomorphology are therefore likely to be taken into account with only acceptable proposals i.e. those that have no adverse effect or that can be sufficiently mitigated being permitted. Production is also likely to be small scale and on a time limited basis	-
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓	✓	✓	Possible	Countywide	Direct  Potential for permanent	Positive effects are predicted as the requirement to meet criteria b in respect of viable alternatives and c in respect of the need to protect designated sites will contribute towards demonstrating that the need for extraction cannot be met from existing stone or other relic stone quarry sites which would not impact upon designated sites such as SAC's, SPA's and SSSI's. There are a	-

						<p>effects in the event that net gains are achieved</p>	<p>number of relic quarry sites, as defined by Historic England within or near to the North Pennines Moor SAC/SPA and component SSSI's.</p> <p>Whilst the policy may direct the re-opening of relic quarries (or extraction close to these quarries) to non-designated areas of biodiverse or geodiversity value, the policy will only permit the reopening of sites where it can be demonstrated that there would be no unacceptable adverse impacts upon the environment. Therefore impacts upon biodiversity and geodiversity will be taken into account and only acceptable proposals i.e. those that have no adverse effect or that can be sufficiently mitigated will be permitted. Production is also likely to be small scale and on a time limited basis. The time limited nature of permissions may be able to accommodate for example working outside of the nesting season.</p> <p>Please note that the restoration of minerals proposals can provide net gains in biodiversity and positive effects relating to geodiversity may also be derived as mineral working can help create geodiversity by exposing rock outcrops</p>	
<p><b>11. To protect and enhance the quality and character of landscape and townscape</b></p>	✓	✓	✓	Probable	Countywide	<p>Direct</p> <p>Temporary effects in respect of the effects of working sites.</p> <p>Potential for permanent effects in respect of the use of the stone</p>	<p>Overall the policy is considered to have positive effects as enabling the re-opening of relic building stone quarries (or extraction close to these quarries) where certain criteria are met will contribute to maintaining existing townscape character where heritage assets are restored with the same quality and type of stone from the original sites they were quarried.</p> <p>In respect of the impact of reopening relic sites (or extraction close to these quarries) on landscape character, the policy will only permit such activity where it can be demonstrated that there would be no unacceptable adverse impacts upon the environment. Therefore impacts upon landscape character and visual impacts will be taken into account and only acceptable proposals i.e. those that have no adverse effect or that can be sufficiently mitigated throughout operation and on restoration will</p>	-

						for the repair of heritage features.	be permitted. The small scale nature of extraction will also limit the nature of impacts upon the landscape. Where proposals are within the North Pennines AONB, the requirement to meet criteria a or b of the policy will contribute to demonstrating that the need for extraction cannot be met elsewhere outside of the designated area	
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	✓	✓	✓	Probable	Countywide	Direct  Potential for permanent effects	<p>Enabling the reopening of relic sites (or extraction close to these quarries) to extract suitable matching building and roofing stone contributes to the maintenance of architectural heritage and cultural identity in the County. For conservation work it is important to obtain stone that matches the original not only in appearance but also in terms of mineral composition, porosity and permeability. If not, the new stone will be a poor visual match and could hasten the weathering and decay of the adjacent stone.</p> <p>In relation to the potential impacts of working relic sites upon heritage assets including some of the relic quarries and associated features themselves, the policy will only permit the reopening of sites where it can be demonstrated that there would be no unacceptable adverse impacts upon the environment. Therefore, the impact of reopening a relic quarry or nearby extraction on the significance of heritage assets will be taken into account. Proposals which result in substantial harm to an asset are unlikely to be permitted.</p>	-
<b>13. To protect and improve air, water and soil resources</b>	0	0	0	Minor negative possible	Countywide	Direct  Potential for permanent effects	<p>Granting planning permission for the reopening of relic quarries or extraction close to these quarries may increase emissions of dust to air and risk of soil erosion and water contamination. However, this policy stipulates that permission will only be granted where there will be no unacceptable adverse impacts on the environment. Therefore, it is assumed that the impact of proposals upon air, water and soil resources will be taken into account and only acceptable proposals or proposals that can be made acceptable through mitigating measures throughout</p>	-

							operation and restoration will be permitted. In addition, the small scale nature and time limited basis of extraction will also minimise effects.	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	✓	✓	✓	Possible	Countywide	Indirect  Potential for permanent effects	Ensuring a continued supply of building and roofing stone for the maintenance and renovation of historic and important buildings will contribute towards keeping these building in active use, potentially minimising the requirement for new buildings and associated construction / demolition waste.	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	✓	✓	✓	Certain	Countywide	Direct  Potential for permanent effects	This policy minimises the potential impacts of minerals working on communities and the environment by ensuring proposals to reopen relic building stone quarries or extract nearby are temporary, time limited and levels of extraction are small scale in nature. The policy will also only permit proposals where they can be worked and restored without incurring unacceptable adverse impacts upon the environment, human health or upon the amenity of local communities.	-

### Policy 57: Safeguarding Mineral Resources

Table 55 Policy 57: Safeguarding Mineral Resources								
SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	<b>0</b>	<b>0</b>	<b>0</b>	Minor positive	Countywide	Indirect. Potential for permanent effects	The purpose of the policy and of the defined Mineral Safeguarding Areas (MSAs) is not to preclude all other forms of development, but to make sure that mineral resources are adequately and effectively considered in land use planning decisions. Whilst the application of the policy may restrict housing development within certain parts of a MSA, the geographic nature of the County is such that it is unlikely to prevent overall housing need from being met. Criteria d of the	-



							policy stipulates that the sterilisation of mineral resources will be accepted where there is an overriding need for the non-minerals development. This could reasonably apply to meeting housing need.	
<b>2. To promote strong secure communities</b>	✓	✓	✓	Certain	Countywide	Direct Temporary	Criteria b relating to the prior extraction of minerals where it can be undertaken without unacceptable adverse impacts on human health or the amenity of local communities contributes positively to the strong secure communities' objective.	-
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	0	0	0	Minor positive	Countywide	Indirect. Potential for permanent effects	The policy will ensure that mineral resources are adequately considered in planning decisions and will not preclude non-minerals development where there is an overriding need for, for example, new schools or other educational facilities. The extension of existing buildings (which may be for educational or training purposes) is also considered to be an exempted development type.	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	✓	✓	✓	Probable	Countywide	Direct Temporary	Criteria b relating to the prior extraction of minerals where it can be undertaken without unacceptable adverse impacts on human health or the amenity of local communities contributes positively to health objectives through for example, only permitting proposals for prior extraction that would not cause unacceptable levels of noise.  The policy will ensure that mineral resources are adequately considered in planning decisions and will not preclude non-minerals development where there is an overriding need for, for example, health and leisure facilities. The extension of existing buildings (which may be for health or leisure purposes), open space and allotments are also considered to be an exempted development type.	-
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	0	0	0	-	-	-	No clear link - There is no clear link between the safeguarding of mineral resources from unnecessary sterilisation and reducing the need to travel or promoting sustainable transport options. The safeguarding of transport infrastructure necessary for the transportation of minerals will be addressed by other policies in the Plan.	-

6. To alleviate deprivation and poverty	✓	✓	✓	Possible	Countywide	Direct. Potential for permanent effects	The potential for positive effects are predicted as the safeguarding of economically valuable mineral resources from sterilisation will also safeguard potential future employment opportunities linked to the working of such resources which may contribute to reducing levels of unemployment. In addition, the policy will permit non-minerals development where it can be demonstrated that there is an overriding need for it. This may relate to proposals which create jobs in areas of higher unemployment in the County.	-
7. To develop a sustainable and diverse economy with high levels of employment	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	Very positive economic effects are predicted for the following reasons:  J The application of the policy will protect mineral resources considered to be of current or future economic importance from unnecessary sterilisation thereby contributing to realising the economic potential of the County's natural assets and safeguarding potential future employment opportunities  J The policy requires consideration to be given to the prior extraction of mineral resources as long as this can be done within a reasonable timescale so as not to dissuade investment in non-mineral development in the County and to not delay the possible realisation of economic benefits related to other non-minerals development.  J The policy will permit non-minerals development where it can be demonstrated that there is an overriding need for it. This may relate to proposals which create jobs or encourage growth in key economic sectors.	-
8. To reduce the causes of climate change	0	0	0	-	-	-	No clear link - The purpose of the policy is not to preclude all other forms of development, but to make sure that mineral resources are adequately and effectively considered in land use planning decisions. Also the designation of Mineral Safeguarding Areas does not assume acceptability of an area for minerals extraction. As a result this policy will not necessarily preclude development that contributes to the development of renewable energy sources or increase the scale of extraction from Mineral Safeguarding Areas and associated emissions	-
9. To respond and enable adaptation to the inevitable	0	0	0	Minor positive	Countywide	Indirect  Potential	Criteria d of the policy stipulates that the sterilisation of mineral resources will be accepted where there is an overriding need for the non-minerals development. This could reasonably apply to the need	-

impacts of climate change						for permanent effects	for flood defence measures or other forms of mitigation to enable adaption to climate change.	
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓	✓	✓	Probable	Countywide	Indirect  Potential for permanent effects	<p>Criteria b of the policy which states that planning permission will not be granted for non-mineral development unless the mineral can be extracted satisfactorily prior to development taking place without unacceptable impacts on the environment will ensure significant adverse effects to biodiversity are avoided.</p> <p>The purpose of this policy is not to preclude all other forms of development, but to make sure that mineral resources are adequately and effectively considered in land use planning decisions. As a result this policy will not necessarily preclude development that contributes to enhancing biodiversity / geodiversity or increasing understanding of local biodiversity / geodiversity resources.</p> <p>Also the designation of Mineral Safeguarding Areas does not assume acceptability of an area for minerals extraction in terms of impact on biodiversity and geodiversity.</p>	-
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Certain	National - in respect of the contribution that safeguarding relic quarries can make to the continued repair and maintenance of heritage assets nationwide and their associated contribution to existing	Direct  Potential for permanent effects	<p>Criteria b of the policy which states that planning permission will not be granted for non-mineral development unless the mineral can be extracted satisfactorily prior to development taking place without unacceptable impacts on the environment will contribute to protecting landscape character from significant harm. In addition, the safeguarding of relic natural building and roofing stone quarries will safeguard their potential to be used for stone matching repairs to heritage assets, helping to maintain their contribution to landscape and townscape character.</p> <p>No significant effects - The purpose of this policy is not to preclude all other forms of development, but to make sure that mineral resources are adequately and effectively considered in land use planning decisions. As a result this policy will not necessarily preclude development that contributes to enhancing landscape / townscape.</p> <p>Also the designation of Mineral Safeguarding Areas does not assume acceptability of an area for minerals extraction in terms of impact on landscape.</p>	-

					landscape and townscape character.			
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	✓	✓	✓	Certain	National - in respect of the contribution that safeguarding relic quarries can make to the continued repair and maintenance of heritage assets nationwide and their associated contribution to existing landscape and townscape character.	Direct  Potential for permanent effects	Criteria b of the policy which states that planning permission will not be granted for non-mineral development unless the mineral can be extracted satisfactorily prior to development taking place without unacceptable impacts on the environment will contribute to protecting the historic environment from substantial harm. In addition, the safeguarding of relic natural building and roofing stone quarries will safeguard their potential to be used for stone matching repairs and restoration of heritage assets, which will contribute to conserving and enhancing the historic environment.  No significant effects - The purpose of this policy is not to preclude all other forms of development, but to make sure that mineral resources are adequately and effectively considered in land use planning decisions. As a result this policy will not necessarily preclude development that contributes to enhancing cultural heritage and the historic environment.  Also the designation of Mineral Safeguarding Areas does not assume acceptability of an area for minerals extraction in terms of impact on the historic environment.	-
<b>13. To protect and improve air, water and soil resources</b>	✓	✓	✓	Probable	Countywide	Direct  Potential for permanent effects	Criteria b of the policy which states that planning permission will not be granted for non-mineral development unless the mineral can be extracted satisfactorily prior to development taking place without unacceptable impacts on the environment will ensure air, water, and soil resources are not significantly impacted.	-
<b>14. To reduce waste and encourage the</b>	0	0	0	Minor	Nationwide	Indirect Potential	Minor positive – the safeguarding of relic quarries will safeguard the stone required for the repair and maintenance of buildings.	-

sustainable and efficient use of materials				positive effects		for permanent effects		
15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment	✓✓	✓✓	✓✓	Certain	Countywide	Direct  Potential for permanent effects	The policy is directly compatible with this sustainability objective as it will: <ul style="list-style-type: none"> <li>) ensure that the sterilisation of economically important mineral resources are avoided; and</li> <li>) In considering whether prior extraction can be achieved, take into account impact upon the environment and local communities.</li> </ul>	-

### Policy 58: The Conservation and Use of High Grade Dolomite

Table 56 Policy 58: The Conservation and Use of High Grade Dolomite								
SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	0	0	0	-	-	-	The policy will have no effect on meeting housing need or the decency or affordability of the housing that is provided over the Plan period and beyond.	-
2. To promote strong secure communities	✓	✓	✓	Probable	Mid and East Durham	Direct and temporary	The restrictions placed on the extraction and use of high grade dolomite by the policy will limit extraction and processing to minimum necessary levels and therefore any potential adverse effects to communities as a result of, for example, vehicle movements. Therefore, positive effects are predicted overall.  Given the current low demand for high grade dolomite and the extent of permitted reserves it is also unlikely that there will be a need for further permissions of high grade dolomite to be granted over the Plan period, limiting the impacts of new working and extraction on communities. However, in the	-

							event that it can be demonstrated that further high grade dolomite reserves are required, permission will only be granted where there will be no unacceptable adverse impacts on the amenity of local communities.	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	The policy is not anticipated to have an impact on the improvement of education, training or lifelong learning as more than sufficient high grade dolomitic limestone is permitted to meet long term needs. It is anticipated therefore that there will be limited opportunities for training linked to the extraction of high grade dolomite over and above existing opportunities.	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No effects against health objectives are predicted as it is considered unlikely that new working of high grade mineral resources will occur over the Plan period as sufficient supplies of high grade dolomite are permitted (any health effects will have been addressed through the planning and periodic review process) However, in the event that it can be demonstrated that further high grade dolomite reserves are required over the Plan period, permission will only be granted where there will be no unacceptable adverse impacts on human health or the amenity of local communities.	-
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Certain	Mid and East Durham	Indirect  Temporary but long term effects linked to the availability of high grade mineral resources within County Durham	The restrictions placed on the extraction and use of high grade mineral resources by the policy will limit extraction and processing to minimum necessary levels and therefore associated vehicle movements.	-
<b>6. To alleviate deprivation and poverty</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No clear link	-

<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Certain	Mid and East Durham	Direct  Temporary but long term effects linked to the availability of high grade resources within County Durham	Positive economic effects are predicted as the policy will ensure that high grade mineral resources are only extracted for the purposes for which their specific qualities are essential. This contributes to maintaining continuity of supply for the industries that rely upon them and ensures that the economic potential of County Durham's resources are realised. The conservation of high grade resources also conserves associated employment opportunities.	-
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Certain	Mid and East Durham –	Indirect  Temporary but long term effects linked to the availability of high grade mineral resources within County Durham	The restrictions placed on the extraction and use of high grade mineral resources by the policy will limit extraction and processing to minimum necessary levels and associated greenhouse gas emissions.	-
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	0	0	0	Probable, minor	Mid and East Durham	Direct and temporary	Only negligible / minor effects are predicted, if any, against adaptation objectives as sufficient supplies of high grade dolomite are permitted over the Plan period (impacts to flood risk etc. will have been considered as part of the planning and periodic review process).  In the event that it can be demonstrated that further high grade dolomite reserves are required over the Plan period, permission will only be granted where there will be no unacceptable adverse impacts upon either the environment. The flood risk impacts of any proposal are likely to be considered as part of this.	-
<b>10. To protect and enhance biodiversity and geodiversity</b>	✓	✓	✓	Probable	Mid and East Durham	Indirect  Potential for permanent effects	The restrictions placed on the extraction and use of high grade mineral resources by the policy will limit extraction and processing to minimum necessary levels and will therefore indirectly contribute to avoiding potential adverse effects to biodiversity e.g. Loss of habitat, disturbance linked to the working of sites. Positive overall effects are therefore predicted.	-

						<p>It is also expected that over the Plan period that any demand for high grade dolomite will be met from existing planning permissions in the county. As such, any effects to biodiversity and geodiversity will have already been addressed through the planning process in relation to the reserves at Thrislington East Quarry. The policy also acknowledges that the availability of reserves within Hawthorn Quarry are subject to the satisfactory completion of a periodic review, which would take into account any potential impact on biodiversity.</p> <p>However, in the event that it can be demonstrated that further high grade dolomite reserves or other high grade mineral resources are required over the Plan period, permission will only be granted where there will be no unacceptable adverse impacts on the environment. This is likely to take into account the effects of proposals, including restoration proposals (and any associated potential benefits) to biodiversity and geodiversity.</p>	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	✓	✓	✓	Probable	Mid and East Durham	<p>Indirect</p> <p>Potential for permanent effects</p> <p>The restrictions placed on the extraction and use of high grade dolomite by the policy will limit extraction and processing to minimum necessary levels and will therefore indirectly contribute to avoiding adverse effects to landscape character which can occur whilst sites are being worked and potentially on completion depending upon restoration proposals. Positive overall effects are therefore predicted. It is also expected that over the Plan period that any demand for high grade dolomite will be met from existing planning permissions in the county. As such, any effects to landscape quality and character will have already been addressed through the planning process in relation to the reserves at Thrislington East Quarry. The policy also acknowledges that the availability of reserves within Hawthorn Quarry are subject to the satisfactory completion of a periodic review, to determine new planning conditions for working and restoration, which would take into account impacts on landscape quality and character.</p>	-



							However, in the event that it can be demonstrated that further high grade dolomite reserves are required over the Plan period, permission will only be granted where there will be no unacceptable adverse impacts on the environment. This is likely to take into account the effects of proposals, including restoration proposals (and any associated potential benefits) to landscape quality and character.	
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	✓	✓	✓	Probable	Mid and East Durham	Indirect Potential for permanent effects	<p>The restrictions placed on the extraction and use of high grade mineral resources by the policy will limit extraction and processing to minimum necessary levels and will therefore indirectly contribute to avoiding adverse effects to the historic environment which can occur whilst sites are being worked and potentially on completion depending upon restoration proposals. Positive overall effects are therefore predicted. It is also expected that over the Plan period that any demand for high grade dolomite will be met from existing planning permissions in the county. As such, any effects to the historic environment will have already been addressed through the planning process in relation to the reserves at Thrislington East Quarry. The policy also acknowledges that the availability of reserves within Hawthorn Quarry are subject to the satisfactory completion of a periodic review, to determine new planning conditions for working and restoration, which would also take into account impacts on the historic environment.</p> <p>However, in the event that it can be demonstrated that further high grade dolomite reserves are required over the Plan period, permission will only be granted where there will be no unacceptable adverse impacts on the environment. This is likely to take into account the effects of proposals, including restoration proposals (and any associated potential benefits) to the historic environment.</p>	-
<b>13. To protect and improve air, water and soil resources</b>	✓	✓	✓	Probable	Mid and East Durham	Indirect Potential for permanent effects	<p>The restrictions placed on the extraction and use of high grade mineral resources by the policy will limit extraction and processing to minimum necessary levels and will therefore indirectly contribute to avoiding adverse effects to air, water and soil resources which can occur whilst sites are being</p>	-

							<p>worked and restored. Positive overall effects are therefore predicted.</p> <p>It is also expected that over the Plan period that any demand for high grade dolomite will be met from existing planning permissions in the county. As such, any effects to the historic environment will have already been addressed through the planning process in relation to the reserves at Thrislington East Quarry. The policy also acknowledges that the availability of reserves within Hawthorn Quarry are subject to the satisfactory completion of a periodic review, to determine new planning conditions for working and restoration, which would also take into account impacts to air, water and soil resources.</p> <p>However, in the event that it can be demonstrated that further high grade dolomite reserves are required over the Plan period, permission will only be granted where there will be no unacceptable adverse impacts on the environment. This is likely to take into account the effects of proposals, including restoration proposals (and any associated potential benefits) to air, water and soil resources.</p>	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	✓✓	✓✓	✓✓	Certain	Mid and East Durham	<p>Direct</p> <p>Temporary but long term effects linked to the availability of high grade mineral resources within County Durham</p>	The policy is directly compatible with the sustainable and efficient use of resources, in this case, high grade dolomite.	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and</b>	✓✓	✓✓	✓✓	Certain	Mid and East Durham	<p>Direct</p> <p>Temporary but long term effects linked to the availability</p>	The policy is directly compatible with this sustainability objective as by placing restrictions on the extraction and use of high grade dolomite, the working of resources will be limited to necessary levels, minimising potential adverse effects to communities and the environment. The policy also	-

the environment						of high grade mineral resources within County Durham	ensures that resources are conserved and contributes towards realising the economic potential of County Durham's natural assets.	
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### Policy 59: Preferred Areas for Future Carboniferous Limestone Extraction

Table 57 Policy 59: Preferred Areas for Future Carboniferous Limestone Extraction								
Please note that no effects are largely predicted in the short term for impacts arising as a result of working Hulands Quarry against the SA objectives as mineral working is unlikely to commence until 2024. 2020 is the assumed start date for working the western extension to Heights Quarry.								
SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	0	0	0	-	-	-	No clear link between winning and working of carboniferous limestone from land to the east of Hulands Quarry, land to the west of Heights Quarry and meeting housing needs, decreasing vacant properties etc.	-
2. To promote strong secure communities	0	0	0	Minor negative Probable	West Durham	Direct  Temporary over life of quarry	This policy states that proposals will only be permitted where it can be demonstrated that there will be no unacceptable adverse impact on the amenity of local communities. This would relate to such issues as HGV movements.  In relation to Hulands Quarry, HGV traffic in the surrounding area would not increase significantly above existing levels as a result of working Hulands Quarry either on its own or in combination with the nearby permitted eastern extension to Kilmoodwood Quarry. However, the proposed extension will	-

							<p>increase the life of the quarry by approximately 24 years resulting in HGV traffic for a longer period of time.</p> <p>Current planning consents at Heights Quarry enables continued operation until 2042, whereas the proposed extension would extend the operational life of the Quarry by 4 years to 2046. However, the Environmental Statement relating to the proposed extension confirms that the annual extraction rate would remain the same so there would be no traffic related effects that would be different from those that occur under consented activity.<sup>68</sup></p>	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	✓	✓	✓	Certain	Countywide	Indirect Temporary (but long term)	Indirect positive effects. The working of the proposed area to the east of Hulands Quarry and the western extension to Heights Quarry will ensure continued provision of employment and therefore training opportunities linked to employment.	-
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	0	0	0	Minor negative – recreational amenity	<u>West Durham</u> ) Hulands Quarry – Teesdale ) Heights Quarry - Weardale	Direct and Temporary	<p>In respect of potential impacts to health and wellbeing as a result of minerals working, the NPPF requires mineral planning authorities to ensure that there are no unacceptable adverse impacts to human health and that any unavoidable noise, dust, particle emissions and any blasting vibrations are controlled, mitigated or removed at source.</p> <p><u>Hulands Quarry - Teesdale</u></p> <p>The working of the eastern extension to Hulands quarry reduces the distances involved from current</p>	<p><b>SOC1:</b></p> <p><u>Hulands Quarry</u></p> ) Conditions associated with the working of the existing part of the Quarry e.g. dust suppression measures etc should be reviewed and potentially continued for the working of the

<sup>68</sup> Heaton Planning (2018) Environmental Statement: Volume 1 Aggregate Industries

						<p>quarrying activity to the Hamlet of Boldron which may have adverse individual and / or cumulative effects in respect of levels of noise, emissions to air and vibration from minerals working in the area. However, the policy states that proposals will only be permitted where they are subject to appropriate planning conditions and where it can be demonstrated that there will be no unacceptable adverse impacts on the amenity of local communities. This will take into account factors that can affect health and wellbeing. As any impact to health is likely to be considered 'unacceptable' for example, if noise breaches certain levels and cannot be sufficiently mitigated, it is therefore considered that there will no overall effects to health as a result of noise, dust or vibration.</p> <p>The advance and preparatory works required such as perimeter mounding/bunding may also contribute towards avoiding potential adverse effects to human health from noise, dust etc.</p> <p>However a public right of way (PROW) currently runs through the proposed extension site. Whilst it is likely that this PROW could be diverted, there may be some loss of recreational amenity as a result. The policy wording does however recognise the need to minimise views into the site from nearby PROW's which will help to mitigate against loss of amenity.</p> <p><u>Hieghts Quarry – Weardale</u></p> <p>The site is remote from potentially sensitive receptors and the proposed extension will take</p>	<p>proposed extension as part of the planning process</p> <p>) There are likely to be residual impacts to recreational amenity as a result of working and restoring the proposed extension</p> <p><b><u>Heights Quarry</u></b></p> <p>) Set permissible noise limits and establish a monitoring regime</p> <p>) Continue dust suppression measures</p> <p>) Set permissible blasting limits</p> <p>) There are likely to be residual impacts to the recreational routes as a result of working and restoring the proposed extension.</p>
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						<p>extraction operation further away from potentially sensitive properties. Measures to control the impacts of noise are also successfully in place at the Quarry. There are therefore unlikely to be any adverse impacts on health and wellbeing as a result of noise. However, it may be beneficial to ensure that permissible noise limits are set for the proposed extension and that a monitoring regime is established.</p> <p>The Environmental Statement relating to the proposed extension also confirms that the quarry is not located in the immediate vicinity to sensitive receptors that would be vulnerable in terms of dust. Existing measures to suppress dust are also adequately mitigating any off-site impact.</p> <p>In respect of blasting and vibration, there are no sensitive properties on the immediate periphery of the existing quarry or in the vicinity of the proposed extended quarry and monitoring is in place. There are therefore unlikely to be any adverse impacts on health and wellbeing as a result for blasting. However, it may be beneficial to ensure that permissible blasting limits are set for the proposed extension.</p> <p>However, 3 public rights of way (PROW) are in close proximity to the quarry which form part of the Weardale Way and Pennine Journey which are long distance recreational routes. Footpath 32 which forms part of the Pennine Journey is unlikely to be affected by the working of the proposed extension but will be in close proximity to final restoration</p>	
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							works which could impact adversely on the attractiveness of the route and existing recreational amenity. The footpaths which form part of the Weardale Way are likely to require diverting around the extension area prior to extraction commencing which may detract from the amenity and use of the paths. The policy wording does however recognise the need to minimise views into the site from nearby PROW's which will help to mitigate against loss of amenity.	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Probable	West Durham ) Hulands Quarry – Teesdale ) Heights Quarry - Weardale	Direct and Temporary	<p>The working of the proposed extension areas will not significantly increase vehicle movements over and above existing levels</p> <p>Working of the proposed area to the east of Hulands Quarry is likely to ensure that new working is served by good access to the A66, A67 and markets in South Durham and the Tees Valley. The proximity to these main roads is likely to contribute towards reducing the distances minerals are transported. The working of the proposed extension area will not significantly increase vehicle movements over and above existing levels.</p> <p>A western extension to Heights Quarry is likely to ensure that new working is served by good access to the A689 for onward transportation to markets. The location of the site to the north of the County will also minimise the distances that minerals are transported to markets in the North.</p>	-

6. To alleviate deprivation and poverty	✓	✓	✓	Probable	West Durham ) Hulands Quarry – Teesdale ) Heights Quarry - Weardale	Direct and Temporary (although long term)	Whilst Hulands and Heights Quarry are not situated within areas suffering from economic deprivation, the working of the extensions are likely to secure long term employment, which is of particular importance to rural communities and the rural economy.	-
7. To develop a sustainable and diverse economy with high levels of employment	✓	✓	✓	Certain	West Durham ) Hulands Quarry – Teesdale ) Heights Quarry - Weardale	Direct and Temporary (although long term)	Although no new jobs are likely to be directly or indirectly generated by the proposed Quarry extensions they will enable employment (36 direct and 52 indirect jobs) to be maintained which is an important contributor to the local area, particularly given its rural nature.	-
8. To reduce the causes of climate change	✗	✗	✗	Certain	Countywide	Temporary (although long term)	The working of land to the east of Hulands Quarry and west of Heights Quarry will prolong the operational life of the quarries and associated greenhouse gas emissions.  Given the upland location of Heights Quarry, consideration has also been given to the potential loss of areas of peat which would reduce current levels of carbon storage in County Durham. Globally, peatlands store approximately double the	<b>N/A</b> – this is a residual effect



							amount of carbon that is stored in all the world's forests, an estimated 550 billion tonnes. <sup>69</sup> However, the proposed extension is down-slope, far enough away and not hydrologically connected to any peat/moorland habitats. The presence of peatland has also not been identified within the ecological appraisal of the site.	
<b>9. To respond and enable adaptation to the inevitable impacts of climate change</b>	0	0	0	-	-	-	Land to the east of Hulands Quarry is not located in close proximity to a watercourse, and lies within Flood Zone 1. Working of the area proposed is therefore at low risk of flooding and is unlikely to contribute to increasing flood risk elsewhere In terms of potential drought conditions it is not possible to determine at this stage whether the working of the proposed areas will impact upon groundwater levels. However, further hydrogeological survey are likely to be required as part of demonstrating that there will be no unacceptable adverse impacts on the environment.  In respect of Heights Quarry, the proposed western extension is outside of the floodplain of the River Wear and unlikely to affect floodplain storage. Hydrogeological effects will be avoided as all workings will take place above the water table with no requirement for pumping.	<b>ENV1:</b> Further hydrogeological survey may be required for Hulands Quarry.
<b>10. To protect and enhance biodiversity and geodiversity</b>	x	x	✓	Probable mid term effects. Probable long term effects	West Durham J Hulands Quarry – Teesdale J Heights Quarry - Weardale	Direct.  Potential for permanent longer term effects.	<u>Hulands Quarry</u> The proposed area of working is not overlain by any international, national or local nature conservation designations. As the site is within 4km of the North Pennine Moors SAC and SPA it was subject to screening to determine potential effects on qualifying species which may be utilising functional land around the quarry site. Following screening the potential for adverse effects to the SAC and/or SPA	<b>ENV2:</b>  <u>Hulands Quarry</u> Full ecological assessments will be required at the planning application stage to inform effects and any mitigation requirements. The

<sup>69</sup> Natural England England's peatlands Carbon Storage and Greenhouse Gases

						<p>were screened out.</p> <p>However, the working of the proposed area is likely to result in the direct loss of the majority of the vegetation (approx. 20 hectares) within the proposed area, which takes the form of pasture land enclosed with mature hedgerows. Therefore, the potential for some adverse effects to biodiversity are predicted. In the event that planning proposals are forthcoming for the allocated extension area, ecological assessments will be required to further assess the severity of impact upon biodiversity as part of demonstrating that there will be no unacceptable adverse impacts on the environment.</p> <p><u>Heights Quarry</u> The site is not overlain by any international, national or local nature conservation designations. However, as the proposed extension falls within 2.3km of the North Pennine Moors SAC and SPA at its closest point, it was subject to Habitats Regulations Assessment (HRA) to determine potential effects on qualifying species which may be utilising functional land around the quarry site or may otherwise be disturbed by Quarry activities. Following an update to bird survey information, the HRA is able to conclude no adverse effect on the integrity of the SPA due to the absence of qualifying bird species within the proposed extension area and its surrounds.<sup>70</sup></p> <p>An ecological assessment of the site also concludes that the proposed extension will result in a loss of up to 18ha of semi-improved acid grassland and rush-pasture mosaic habitat. This is not however, a priority habitat or an important ecological feature. No</p>	<p>restoration of the site should complement the existing proposals for the restoration of the existing quarry which has been designed to provide nature conservation benefits that meet the aims of the Durham Biodiversity Action Plan (BAP).</p> <p><u>Heights Quarry</u> The mitigation measures identified within the ecological assessment should be implemented (e.g. sensitive timing of vegetation stripping outside of the breeding bird season, maintenance of a 50 metre standoff buffer from the Park Burn) and restoration proposals, including for the existing operational quarry should ensure net gains in biodiversity are achieved as a result of working the western extension.</p>
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<sup>70</sup> T, Morris-Hale (2018) HRA: North-western extension to Heights Quarry (DM/18/02483/MIN) Durham County Council

							<p>effects are predicted on black grouse, although effects of minor significance at a local scale are predicted on the breeding wader assemblage through displacement of between 2-5 pairs of Curlew and 2 pairs of Snipe. Effects of comparable significance are predicted on the Park Burn due to a reduction in flow following loss of ca.12% of its catchment. Mitigation measures involving progressive restoration of grassland and woodland habitats, with natural regeneration of the extension will provide a variety of habitats for breeding waders. With additional measures to enhance habitat quality for waders, this should provide full compensation (neutral impact) in the medium term for any displacement of waders by the proposed extension. Measures to maximise woodland habitat quality for black grouse should produce net enhancement of habitat in the medium term.<sup>71</sup></p> <p>The proposal will have no impact on the three SSSI's (West Rigg, Open cutting and Slitt Woods) or two local wildlife sites (Lands Farm Wall and Scutter Hill Quarry) in the vicinity due to the distance of these sites from the proposed western extension.</p> <p><u>Both Proposed Quarry Extensions</u> The requirement within the policy for high quality restoration schemes to deliver a range of environmental benefits including habitat enhancement is likely to bring about positive effects and a net biodiversity gain in the longer term.</p>	
<b>11. To protect and enhance the quality and character of landscape and</b>	✓	×	×	Probable	West Durham  J Hulands Quarry – Teesdale	Direct and Permanent	<p>A summary of the Landscape and Visual Impact Assessment provided by Durham County Council's Landscape Team for both of the proposed Quarry extensions is provided as follows:</p>	<p><b>ENV3:</b>  <b>Hulands Quarry:</b> There would be some potential to use landform replication</p>

<sup>71</sup> Argus Ecology (2015) Preliminary Ecological Assessment Heaton Planning

townscape					) Heights Quarry - Weardale	<p><u>Hulands Quarry</u> The proposed site is situated within an area identified in the Teesdale Local Plan as an Area of High Landscape Value (AHLV). It lies in the 'Dales Fringe' County Character Area as designated by the County Durham Landscape Character Assessment.</p> <p>The working of reserves in the proposed area would be likely to result in some localised but significant landscape and visual effects within a valued landscape though these could be reduced through detailed design and particularly in respect of the use of screening landforms. The policy requirement to include such advance and preparatory works to safeguard the local landscape and minimise views into the site from the A66 will therefore contribute towards minimising such effects. Positive short term effects are therefore predicted.</p> <p>In respect of longer term effects following restoration, the requirement within the policy to include landscape enhancement benefits will contribute to ensuring that high quality restoration proposals are put forward in support of any forthcoming planning applications. However, the landscape assessment for Hulands Quarry indicates that on restoration it is considered there would be a moderate residual effect on landscape character at a local level.</p> <p><u>Heights Quarry</u> The site lies in the North Pennines County Character Area which forms part of the larger North Pennines National Character Area (NCA 10). The site lies in an area identified in the North Pennines Area of Outstanding Natural Beauty.</p> <p>In relation to potential effects on landscape features, the moderately sloping shallow valley landform of</p>	<p>techniques including restoration blasting to leave exposed faces closer in character to natural crags although a fully naturalistic solution would not be possible. (residual effect) There is potential on restoration to develop a range of attractive features and habitats including crags, buttresses and scree slopes, limestone pavement and other bare ground habitat, native woodland, calcareous grassland and ground-water fed wetland. This may offset residual effects to some extent.</p> <p><b>Heights Quarry:</b> Potential landscape and visual effects could be minimised by early restoration of the existing western tip, carefully considered design and phasing of the eastern tip to keep the duration of its appearance as bare overburden to a minimum, and temporary storage of soils being accommodated within the void rather than above ground in prominent locations. There is</p>
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						<p>the Park Burn has no individually vulnerable features but would be difficult to restore to a naturalistic profile. Natural crags aren't a notable feature of the Weardale landscape although artificial quarry faces are widespread. The most likely restoration would be to an asymmetrical 'blind' gorge. The overall effect in distant views would be little different to the appearance of the existing quarry, but there would be likely to be some localised notching of the landform in views from the C78. There is potential on restoration to develop a range of attractive features and habitats including crags, buttresses and scree slopes, limestone pavement and other bare ground habitat, native woodland and calcareous grassland.</p> <p>In relation to potential visual effects, the site is widely visible in views from higher ground in the area, and particularly from the south, but generally at distances where visual effects would be likely to be of a moderate or low magnitude. There would be likely to be some effects of moderate and high magnitude respectively in closer views from the C78 and Weardale Way where parts of the void and overburden storage areas would be visible. The Weardale Way would need to be diverted permanently around the site: the effect on its visual environment would need careful assessment. Impacts on nearby residential properties, particularly to the south-west, in respect of visibility of workings or consequential effects on the western overburden mound or plant area, would need careful assessment. The effects of operational or security lighting on the dark skies of the area would need</p>	<p>potential for reducing the effects of lighting in the existing car park and support area through the adoption of a lighting strategy. The restoration strategy should be designed to ensure that areas visible from outside of the site receive sufficient soils or soil-making materials to support vegetation and assimilate into their surroundings while areas that are not visible receive less soils or are restored as bare ground with minimal intervention to foster natural regeneration.</p>
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							<p>careful consideration. There is potential on restoration to develop a range of attractive features and habitats including crags, buttresses and scree slopes, limestone pavement and other bare ground habitat, native woodland and calcareous grassland.</p> <p>In summary, the working of reserves in this area would be likely to result in some localised adverse landscape and visual effects within a valued landscape. Some of these effects could be reduced through detailed design and particularly in respect of the manner and phasing of the construction and restoration of overburden tips. There would be likely to be some residual harm to the special qualities of the AONB but this would be limited in its magnitude and very localised in its effect.</p>	
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	x	x	✓/x	Possible	West Durham – Heights Quarry	Direct and potential for permanent effects	<p>Please note that the effects predicted relate to the proposed extension to Heights Quarry only. No or minor effects are predicted for Hulands quarry for the following reasons:</p> <p><u>Hulands Quarry</u></p> <p>There are no scheduled monuments, conservation areas, or listed buildings within the proposed area for minerals working. However, there may be non-designated assets within the vicinity of the site and undiscovered archaeological resources. The requirement within the policy to ensure that working of the area can demonstrate that there will be no unacceptable adverse impacts on the environment is likely to ensure that an appropriate level of assessment is undertaken and avoidance / mitigation solutions are developed as necessary. In</p>	<p><b>ENV4:</b></p> <p><u>Heights Quarry</u> A programme of archaeological investigating and recording will be required in advance of any quarrying works. The information from which should be made publicly available.</p>

						<p>the event that suitable avoidance/mitigation measures cannot be achieved to avoid unacceptable adverse effects, the proposal, as per the policy will be refused.</p> <p><u>Heights Quarry</u></p> <p>An archaeological and cultural heritage impact of the proposed western extension has been undertaken which concludes that there are no scheduled ancient monuments, conservation areas or listed buildings within the immediate vicinity of the proposed extension. The closest heritage asset to the site is the Grade 2 listed Warden Hill Farmhouse which is within 1km of the site. However, there is no inter visibility between the extension site and any of the Listed buildings. The proposed extension does not contribute to the setting of the Conservation Area and the proposed development would not have any construction or operations impacts on designated heritage assets.</p> <p>However, the assessment has identified the potential for the proposed development to impact upon unrecorded archaeological remains of prehistoric to Romano-British occupation, medieval park boundaries associated with the relict Stanhope deer park and the post medieval Heights Mine unless recorded as a part of a programme of mitigation. There is no evidence to suggest however that archaeological remains with exceptional evidential significance are likely to be present.<sup>72</sup></p>	
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<sup>72</sup> Northern Archaeological Associates (2015) Proposed Western Extension Heights Quarry: Archaeological Desk – Based Assessment Heaton Planning

							As the site lies within the relict medieval deer park of Stanhope park which is identified on a local list of parks and gardens of local interest there is also potential for local historical context to be lost or degraded. However, this may be mitigated to some extent if resulting archaeological information following a programme of recording works is made publicly available, thereby contributing to the understanding, appreciation and educational potential of local heritage.	
<b>13. To protect and improve air, water and soil resources</b>	<b>0</b>	<b>0</b>	<b>0</b>	Minor negative	West Durham <ul style="list-style-type: none"> <li>) Hulands Quarry – Teesdale</li> <li>) Heights Quarry - Weardale</li> </ul>	Direct and potential for permanent effects	<p><b>Air</b> – Whilst there are unlikely to be significant impacts to air quality as a result of working the proposed extensions, their working and restoration would prolong vehicular emissions and particulate matter emissions to air.</p> <p><b>Water</b> – The proposed Hulands Quarry extension area is situated upon the Great Limestone Aquifer which is classed by the Environment Agency as a secondary aquifer capable of supporting local water supplies and base flows to streams but not large scale water supply. Sufficient measures must therefore be put in place to ensure there is no infiltration causing contamination as a result of minerals working. The requirement within the policy to ensure that proposals will only be permitted subject to appropriate conditions and where there will be no unacceptable adverse impacts on the environment should ensure that adequate measures are taken to avoid pollution of surface and ground water sources.</p> <p>Park Burn (a tributary of the River Wear) is within close proximity of the proposed western extension to Heights Quarry and the extension would remove flow and stream channels in the eastern tributaries</p>	<p><b>ENV4:</b></p> <ul style="list-style-type: none"> <li>) Continue existing or condition new dust suppression measures</li> <li>) Continue existing or condition new water pollution prevention measures</li> <li>) Prepare and follow a soil handling strategy to minimise impact upon soil resources.</li> </ul>



							<p>of the Park Burn. However, as assessment of these channels found them to be virtually dry, their removal is likely to have a minimal reduction in flow of the Park Burn.<sup>73</sup> No impact on the local groundwater system is envisaged and current procedures for pollution prevention are likely to avoid any adverse effects to water quality.</p> <p><b>Soil</b> – The proposed extension areas are Grade 4 (poor) agricultural land and will therefore not result in the loss of best and most versatile agricultural land. However, good management of soils will be required whilst minerals are being worked so that they can be used in the later restoration of the site. The management of soils is likely to be conditioned in line with this policy as part of any planning approval.</p>	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	-	-	No clear link	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	✓/x	✓/x	✓/x	Possible	West Durham <ul style="list-style-type: none"> <li>) Hulands Quarry – Teesdale</li> <li>) Heights Quarry - Weardale</li> </ul>	Direct  Potential for permanent effects	Working of the proposed extension areas would facilitate the continued supply of some 10.9 million tonnes of carboniferous limestone, therefore contributing significantly to meeting the identified need for carboniferous limestone. Hulands Quarry is well placed to existing markets in South Durham and Tees Valley and as it has good access to the A66 and A67 the distances minerals are transported to access these main roads for onward transportation to markets is likely to be minimal. Whereas, Heights Quarry has good access to the A689 and markets in North Durham and Tyne and Wear.	<b>ENV5:</b> Include narrative within the supporting text of the policy regarding how the major development tests have been met with respect to Heights Quarry in order to aid clarity and transparency.

<sup>73</sup> Watermill Environment Limited (2018) Hydrogeological assessment for the proposed extension to Heights Quarry, near Westgate, County Durham  
Aggregate Industries

						<p>Whilst the working of the Hulands Quarry extension will minimise the distances between minerals working and communities, the measures within the policy are likely to protect the amenity and safety of residents. The location of the proposed extension also falls outside of environmental designations and whilst some adverse effects to landscape and biodiversity is likely to occur the requirements within the policy will ensure that effects will not be unacceptable and provide the best opportunity for longer term enhancement.</p> <p>In respect of Heights Quarry, the additional information provided in support of the site also confirms that impacts to communities and the environment are likely to be acceptable provided that avoidance and mitigation measures are implemented and that a high quality restoration scheme for the extension in conjunction with the existing Quarry is agreed.</p> <p>However, as the site is situated within the North Pennines AONB and represents major development the following additional tests will need to be met as defined by Para 172 (a) and (b) of the NPPF:</p> <ul style="list-style-type: none"> <li>) Need for the development including in terms of national considerations</li> <li>) The impact of permitting it, or refusing it, upon the local economy</li> <li>) The cost of, and scope for developing outside the designated area or meeting the need for it in some other way</li> </ul> <p>An explanation of how these tests have been met should be provided within the supporting text to aid clarity and transparency.</p>	
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**Policy 60: Strategic Area of Search to the South of Todhills brickworks**

Table 58 Policy 60: Strategic Area of Search to the South of Todhills brickworks								
SA/SEA Objective Number	Impact & Timescale of Effects			Likelihood of Effect	Spatial Scale	Type of Effect	Commentary/ Explanation	Mitigation
	S	M	L					
1. To provide everybody with the opportunity to live in a decent and affordable home	✓	✓	✓	Certain	Countywide and North East region	Indirect  Temporary in respect of supply of brick making material and bricks but permanent in respect of new housing provision	The allocation of the area of search to the south of Todhills brickworks will ensure that sufficient feedstock is available to maintain a minimum 25 year stock of permitted reserves to the brickworks. The resulting supply of brick and tile products from Todhills brickworks will provide construction materials to enable the construction of new homes in County Durham and elsewhere in the region including affordable homes.	-
2. To promote strong secure communities	✓	✓	✓	Probable	Mid Durham	Direct  Temporary but long term	The policy requires that an acceptable scheme of phased working is submitted for the proposed area of search which includes advance preparatory work to safeguard amenity. This is likely to include preventing access to the site for safety and security reasons. In relation to traffic impacts to communities, the proposed site lies adjacent to the brickworks and the mineral could be transported to the brickworks from the quarry without using the local highway network. As this represents an improvement on the current situation where traffic from Long Lane Quarry crosses Long Lane to access the brickworks the potential for positive effects are predicted.	-
3. To improve education, training and life-long learning, and maintain a healthy labour market	✓	✓	✓	Possible	Mid Durham	Indirect  Temporary but long term	The allocation of the area of search to the south of Todhills brickworks will ensure that sufficient feedstock is available to maintain a minimum 25 year stock of permitted reserves to the brickworks. This will contribute to guaranteeing the future of the brickworks and therefore any associated training opportunities linked to such employment.	-
4. To reduce health inequalities and	0	0	0	Minor	Mid	Direct	This policy requires proposals to demonstrate that there will be no unacceptable adverse impacts on human health or the	<b>SOC1: Measures to control noise</b>

<b>promote healthy lifestyles</b>				negative possible	Durham	Temporary but long term	amenity of local communities. It is anticipated therefore that if proposals for working the area of search are not able to demonstrate that for example, noise levels to the nearby communities of Byers Green and Newfield cannot be kept within recommended limits during working they will be refused. Proposals may also need to demonstrate that in order to safeguard recreational amenity, the adequacy of the local footpath network can be maintained during the life of the site. The site will impact upon the Byers Green to Long Lane footpath which transects the site and this may need to be diverted as a result	<b>and maintain the adequacy of the local footpath network may need to be conditioned as part of any planning consent.</b>
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	✓	✓	✓	Certain	Mid Durham	Direct Temporary but long term	The allocated area of search accords with the principles of the Brick Making Raw Materials policy in relation to the provision of reserves from dedicated on-site pits. As the proposed area of search is adjacent to the receiving brickworks, the distances involved with the transportation of raw materials are kept to a minimum.	-
<b>6. To alleviate deprivation and poverty</b>	✓	✓	✓	Probable	Mid Durham	Direct Temporary but long term	The allocated area of search will ensure that sufficient feedstock is available to maintain a minimum 25 year stock of permitted reserves to Todhills brickworks. This will contribute to safeguarding employment within the Middleston Ward which has settlements within the top 10% of those nationally deprived.	-
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	✓	✓	✓	Certain	Mid Durham, Countywide and North East region	Direct Temporary but long term	The proposed area of search has sufficient mineral to support the continued working of Todhills brickworks for a minimum period of 25 years, ensuring security of employment and continuity of brick supply needed by the construction industry. However, any additional employment created by the extraction of brickclay from within the proposed area of search is likely to be minimal and on a seasonal basis.	-
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Certain	Countywide and beyond	Direct Temporary although long term	Whilst, the extraction of brick making raw materials from the area of search will inevitably increase greenhouse gas emissions, the proximity of the area to the brickworks will minimise emissions associated with the transportation of raw materials to the brickworks.	

<p><b>9. To respond and enable adaptation to the inevitable impacts of climate change</b></p>	0	0	0	-	-	-	<p>The policy requires that proposals for the working of the area of search demonstrate that there will be no unacceptable adverse impacts on the environment. It is therefore probable that proposals will be subject to environmental assessment which amongst other things will show the potential impact on flood water storage and ground water recharge rates (depending on the depth of excavation) both of which could exacerbate flood and drought conditions as a possible impact of climate change. However, as the proposed area of search is not within a floodzone and is outside of the floodplain of the River Wear it is unlikely to affect floodplain storage. Information from the Environment Agency's Groundwater maps show that the area of search is underlain by secondary (undifferentiated) superficial and bedrock aquifers<sup>74</sup> as opposed to a principal aquifer. Therefore, in the event that the area is worked at a sufficient depth the potential effects of working on groundwater supply are unlikely to be significant.</p>	-	
<p><b>10. To protect and enhance biodiversity and geodiversity</b></p>	x	x	x	✓	<p>Probable adverse effects. Possible, positive longer term effects.</p>	<p>Mid Durham</p>	<p>Direct  Potential for permanent effects.</p>	<p>The policy requires that proposals for the working of the area of search demonstrate that there will be no unacceptable adverse impacts on the environment. However, it is considered that the excavation of the site will inevitably have some adverse effects on biodiversity.</p> <p>Cobey Carr Local Wildlife Site and Bellburn Wood Local Wildlife Sites are the only designated sites within 1-2km of the proposed extension site and are unlikely to be affected.</p> <p>Otherwise, working of the proposed area is not likely to impact on any other designated wildlife sites but could increase disturbance to species over the annual campaign periods, particularly within the adjacent mixed woodland. Excavation of the area may also incur loss of potential priority habitats that may exist including native hedgerows, veteran trees and lowland meadows and pasture.</p>	<p><b>Not applicable – the potential loss of priority habitat during the excavation of this site would be a residual effect.</b></p>

<sup>74</sup> Environment Agency: British Geological Survey Aquifer Designation Maps - <http://apps.environment-agency.gov.uk/wiyby/117020.aspx>

								The policy does however require proposals to deliver a range of environmental benefits including habitat creation measures which provide a net gain to biodiversity. Therefore, there are potential for positive longer term effects in the event that these benefits improve upon existing conditions and contribute to net gains overall.	
<b>11. To protect and enhance the quality and character of landscape and townscape</b>	x	x	x	✓	Probable adverse effects. Possible, positive longer term effects.	Mid Durham	Direct  Potential for permanent effects.	<p>The policy requires that proposals for the working of the area of search demonstrate that there will be no unacceptable adverse impacts on the environment. However, there are likely to be some adverse visual effects and adverse effects to landscape features whilst the site is worked.</p> <p>A summary of the Landscape and Visual Impact Assessment provided by Durham County Council's Landscape Team is provided as follows<sup>75</sup>:</p> <p>The site is not covered by any national or local landscape designations. Land to the north is identified as an Area of High Landscape Value (AHLV) in the Sedgefield and Wear Valley Local Plans.</p> <p>In relation to potential effects on landscape features, the gently sloping topography of the site isn't complex in itself but would be impossible to restore to a natural profile. Working would also entail the loss of a short section of hedgerow.</p> <p>In relation to potential visual effects, these could be potentially significant unless appropriately mitigated by well-designed screening features. In relation to effects on landscape character, the open agricultural character of the site would be fundamentally altered during site operations. Impacts would depend in part on the extent of extraction, screening and phasing. Views into the extraction area could be screened in near views by the structure planting which has already been planted and by augmented roadside hedges (gapped up,</p>	<p><b>ENV1: Whilst the policy requires advance preparatory works to be undertaken and it is assumed that improved screening will be achieved, additional planting specifically along Long Lane could minimise visual effects in near views.</b></p> <p><b>The loss of natural topography and visual effects in wider views whilst the site is being worked is a residual effect</b></p>

<sup>75</sup> Durham County Council (2018) Technical Report: County Durham Plan Preferred Options: Potential New Minerals and Waste Sites in County Durham

							<p>thickened and allowed to grow tall) and/or low perimeter soil mounds. These measures would not be effective in wider views from high ground to the north in which the operational and restored void would be more open to view. This would need careful analysis and a design response.</p> <p>In summary, the working of reserves in this area would be likely to result in some localised significant landscape and visual effects. Some of these could be reduced through detailed design and particularly in respect of the working method and the use of screening landforms and vegetation.</p> <p>The policy does require advance preparatory works such as perimeter mounding and planting to be undertaken which will minimise effects overall and does require proposals to deliver a range of environmental benefits including landscape enhancement measures. Therefore, whilst it will be impossible to restore the site to its former natural profile there may still be opportunities for overall enhancement of landscape character and quality through restoration.</p>	
<b>12. To protect and enhance cultural heritage &amp; the historic environment</b>	<b>0</b>	<b>0</b>	<b>0</b>	Minor negative possible	Mid Durham	Direct Potential for permanent effects	<p>The policy requires that proposals for the working of the area of search demonstrate that there will be no unacceptable adverse impacts on the environment. However, the Technical Report<sup>76</sup> states that whilst there are no scheduled monuments or conservation areas within the immediate vicinity of the site, the impact of the proposal on the setting of listed buildings to the east in Byers Green will require careful consideration. It is however, considered likely that the requirement within the policy to ensure that proposals include advance preparatory works such as perimeter planting will ensure de-minimise effects to the setting of listed buildings in the area, particularly, as the nearest listed buildings are already screened to some degree by existing vegetation. As the area was subjected to open-cast coal mining in the mid-20th</p>	-

<sup>76</sup> Durham County Council (2018) Technical Report: County Durham Plan Preferred Options: Potential New Minerals and Waste Sites in County Durham

							century there are no archaeological concerns regarding the proposed area of search.	
<b>13. To protect and improve air, water and soil resources</b>	?	?	?	Minor negative possible (air and water)  Uncertain (soil)	Mid Durham	Direct  Potential for permanent effects	<p><b>Air:</b> The policy requires that proposals for the working of the area of search demonstrate that there will be no unacceptable adverse impacts on the environment and that they are accompanied by an acceptable scheme of phased working. Therefore, whilst dust may be emitted as a result of working the area it is considered likely the proposed method of working would minimise such and that any consent given may be subject to conditions which require dust suppression measures to be implemented. Therefore, levels are unlikely to breach national particulate matter limits. The proximity of the area to the receiving brickworks will also minimise vehicle emissions associated with the transportation of raw brick making materials.</p> <p><b>Water:</b> In relation to surface water, the River Wear is within 1km of the area of search but the topography is such that the area is highly unlikely to drain towards it. There is potential for the site to impact upon groundwater quality but this would depend upon the depth of working. Given the requirements within the policy for proposals for the working of the area of search demonstrate that there will be no unacceptable adverse impacts on the environment and that they are accompanied by an acceptable scheme of phased working it is considered likely that the proposed method of working would minimise risk of water contamination and that any consent given would also require protective measures to be implemented and adhered to throughout the working and restoration of the site.</p> <p><b>Soil:</b> The excavation of the area of search will impact on Grade 3 agricultural land which may or may not be best and most versatile agricultural land (subgrade not available).</p>	<b>Not applicable: the potential reduction or loss of best and most versatile agricultural land is a residual effect.</b>



							There is also uncertainty as to whether the land could be restored back to agricultural use depending on the landform after excavation. In the event that the area of search could be restored back to agricultural land, the policy requires landscape enhancement and habitat creation measures to be delivered which may reduce the existing supply of best and most versatile agricultural land.	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	0	0	0	-	-	-	No clear link	-
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	✓	✓	✓	Probable	Mid Durham	Direct Temporary but long term	The allocation of the proposed area of search will help to meet the long term need of the adjacent brickworks and ensure continuity of supply of bricks and roof tiles for the construction industry in County Durham over and beyond the plan period. The location of the site will minimise transportation distances of materials to Todhills brickworks and will safeguard existing and future employment which may contribute towards helping those on lower incomes. Whilst there is likely to be some adverse effects to landscape and biodiversity whilst the site is being worked, these will be minimised by the requirements within the policy for an acceptable scheme of phased working and for advanced preparatory works. There is potential for positive longer term effects as a result of the requirement within the policy for a high quality restoration scheme which includes landscape enhancement and habitat creation measures.	-

## Policy 61: Waste Management Provision

SA/SEA Objective Number	Magnitude and Duration of Effect			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary / Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	0	0	0	Uncertain	Countywide	Residual	There is no direct link between the policy and this objective. Overall the county is net self-sufficient for waste despite cross boundary flows of certain waste streams, which varies from year to year depending on the market. Therefore it is unlikely to significantly change the overall land requirement for waste facilities and so it is unlikely to affect the availability of land for housing or significantly impact on the quality of existing housing.	
<b>2. To promote strong, secure communities</b>	0	?	✓	Uncertain	Local	Temporary	The policy confirms that permission for new capacity will be granted where it is demonstrated that it contributes to driving the management of waste up the waste hierarchy and aims to create net self-sufficiency by managing waste as close as possible to their production. Therefore there is potential for smaller more local facilities and so less transportation could be required as waste is dealt with closer to source. This could indirectly help to create strong, secure communities as it could reduce the negative impact from HGV traffic. However given the strategic, market led nature of waste management facilities which are cross boundary in nature the real impact is unknown. In terms of capacity it is likely that current facilities will continue to deal with levels of waste predicted. Following the end of the current LA waste contract in 2025, new development may be needed to deal with any excess, however again this should be dealt with through the higher levels of the waste hierarchy or through new appropriate facilities.	

3. To improve education, training and life-long learning, and maintain a healthy labour market	0	0	0	Possible	Countywide	Indirect	With a greater concentration of waste facilities close to settlements, this policy may provide more employment and training opportunities for people in the county. Dependent on technologies used and waste facilities developed, there could also be educational opportunities through school trips. This could raise educational and employment aspirations and maintain a healthy labour market. However impact are likely to be minor.	
4. To reduce health inequalities and promote healthy lifestyles	0	?	✓	Uncertain	Countywide	Direct	<p>The policy only confirms when new waste management provision will be permitted, with a demonstration that proposals meet the waste Hierarchy. It is therefore likely that given future projected growth in waste arisings there is enough capacity currently to deal with future growth. There is a projected growth in hazardous waste projected however this is small in relative terms. It is possible for noise and emissions from any new waste facilities themselves to negatively impact on wellbeing but this is unlikely as they would have to adhere to the Location of New Waste Management Facilities Policy which has significant safeguards. This is also similar to impacts from HGV operations to service such facilities.</p> <p>Impacts over the short term are likely to be minor as the Local Authority has an existing contract to export waste outside of the County boundary to be disposed of through energy from waste, leading to uncertain impacts in the medium term.</p>	
5. To reduce the need to travel and promote use of sustainable transport options	0	0	0	Possible	Countywide	Permanent	New waste management provision will only be permitted where it contributes to driving up the management of waste through the waste hierarchy. Ultimately this means reducing the amount of waste produced, reusing waste then recycling. This is likely to have negligible impacts upon transport as flows of recycling waste will still be needed. As the county is already largely self-sufficient in the management of waste despite some cross boundary flows, policy does not represent a significant change from current	

							arrangements and so impacts are likely to be unchanged.	
<b>6. To alleviate deprivation and poverty</b>	<b>0</b>	<b>0</b>	<b>0</b>	Possible	Countywide	Permanent	Where new development is permitted it has to be demonstrated that it contributes to moving waste up the hierarchy. This means that more diverse employment opportunities may be available, which may ultimately lead to an alleviation of deprivation in certain areas. Policy allows the flexibility for development which is required by the market to come forward. Impacts are however considered to be minor due to the uncertainty over the amount of development proposed to be coming forward	
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	<b>0</b>	<b>0</b>	<b>0</b>	Possible	Countywide	Permanent	Where new development is permitted it has to be demonstrated that it contributes to moving waste up the hierarchy. This means that more diverse employment opportunities may be available including opportunities for training. Dependent upon the technologies used there could be new supply chains established, with re-using and recycling of waste materials within the County. Policy allows the flexibility for development to come forward as required by the market. Impacts are however considered to be minor due to the uncertainty over the amount of development proposed to be coming forward	
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Probable	Countywide	Permanent	Where new development is permitted it has to be demonstrated that it contributes to moving waste up the hierarchy. This will ultimately mean reduced emissions from landfill including specifically methane. Policy seeks to demonstrate net self-sufficiency, with landfill (at the bottom of the waste hierarchy) being the last resort. Energy from waste and technologies such as anaerobic digestion could also make a positive contribution to the UK's energy needs.	

9. To respond and enable adaptation to the inevitable impacts of climate change	0	0	0	Indirect	Local	Residual	The focus upon driving the management of waste up the waste hierarchy will ultimately mean reduced reliance upon landfill as an ultimate solution. This will have positive impacts upon the environment including less land take for landfill, allowing more room for adaptation and mitigation. Ultimately impacts are predicted to be minor.	
10. To protect and enhance biodiversity and geodiversity	✓	✓	✓	Possible	Local	Residual	<p>The focus upon driving the management of waste up the waste hierarchy will ultimately mean reduced reliance upon landfill as an ultimate solution. This will have positive impacts upon the environment including less land take for landfill, which may mean less impact upon biodiversity and geodiversity. Ultimately, however it is unknown what technologies could be utilised to drive waste up the hierarchy, therefore without an indicative list of technologies and their key impacts it is difficult to assess policy impact. However should further provision be permitted, they would have to comply with the provisions set out the Location of Waste management Policy, which ultimately means that development would be approved in locations which do not impact upon designated sites.</p> <p>Given the strict legislation covering this area, any impacts are likely to be minor. Indeed reducing landfill will benefit biodiversity and geodiversity by taking potential pollutants out of the waste stream.</p>	
11. To protect and enhance the quality and character of landscape and townscape	✓	✓	✓	Possible	Local	Direct	The focus upon driving the management of waste up the waste hierarchy will ultimately mean reduced reliance upon landfill as an ultimate solution. This will have positive impacts upon the environment including less land take for landfill. Should further provision be permitted, they would have to comply with the provisions set out the Location of Waste management Policy, which ultimately means that development would be approved in locations which do not impact upon designated sites including	

							green belt and other areas of high landscape value.	
<b>12. To protect and enhance cultural heritage and the historic environment</b>	✓	✓	✓	Possible	Local	Residual	The focus upon driving the management of waste up the waste hierarchy will ultimately mean reduced reliance upon landfill as an ultimate solution. This will have minor positive impacts upon the environment including less land take for landfill solutions as the county is largely self-sufficient in the provision of waste management despite some cross boundary flows and so this does not represent a significant change in the scale of waste management in the county. Should further provision be permitted, they would have to comply with the provisions set out the Location of Waste management Policy, which ultimately means that development would be approved in locations which do not impact upon designated sites.	
<b>13. To protect and improve air, water and soil resources</b>	0	0	0	Direct	Local	Residual	The focus upon driving the management of waste up the waste hierarchy will ultimately mean reduced reliance upon landfill as an ultimate solution. This will have minor positive impacts upon the environment including less soil and water contamination.  Air quality could be an issue in specific locations close to new permitted development. However provisions within the Amenity Pollution policy and the Location and Waste policy should mitigate against any such issues. Overall impacts are likely to be minor as the county is already largely self-sufficient in the provision of waste management, despite some cross boundary flows.	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	✓✓	✓✓	✓✓	Certain	Countywide	Permanent	Policy is positive in terms of aiming to ensure new facilities are needed and that they are driven by the waste hierarchy and that they can demonstrate that they assist local and regional net self-sufficiency by managing waste streams as close as possible to their production.	
<b>15. To improve the sustainability of</b>	0	0	0	Indirect	Countywide	Residual	Supporting text within the policy confirms that construction and demolition waste is generally managed onsite, however	

<b>minerals extraction and use and reduce adverse impacts on communities and the environment</b>							Environment Agency projections show that 70% of waste arisings from this area go to landfill. Utilising more of this waste on site through the waste hierarchy can assist in improving the sustainability and supply of materials.	
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### Policy 62: Location of New Waste Management Facilities

Table 60 Policy 62: Location of New Waste Management Facilities								
SA/SEA Objective Number	Magnitude and Duration of Effect			Likelihood of Effect	Geographic Scale	Type of Effect	Commentary / Explanation	Mitigation
	S	M	L					
<b>1. To provide everybody with the opportunity to live in a decent and affordable home</b>	0	0	0	Uncertain	Countywide	Residual	There is no direct link between the policy and this objective. Overall the county is net self-sufficient for waste despite cross boundary flows of certain waste streams, which varies from year to year depending on the market. Therefore it is unlikely to significantly change the overall land requirement for waste facilities and so it is unlikely to affect the availability of land for housing or significantly impact on the quality of existing housing.	
<b>2. To promote strong, secure communities</b>	0	?	✓	Uncertain	Local	Temporary	Policy confirms that permission for new capacity will be granted where it is demonstrated that it contributes to driving the management of waste up the waste hierarchy and aims to create net self-sufficiency by managing waste as close as possible to their production. Therefore there is potential for smaller more local facilities and so less transportation could be required as waste is dealt with closer to source. This could indirectly	

							help to create strong, secure communities as it could reduce the negative impact from HGV traffic. However given the strategic, market led nature of waste management facilities which are cross boundary in nature the real impact is unknown. In terms of capacity it is likely that current facilities will continue to deal with levels of waste predicted. Following the end of the current LA waste contract in 2025, new development may be needed to deal with any excess, however again this should be dealt with through the higher levels of the waste hierarchy or through new appropriate facilities. Point 4 also demonstrates that proposals should not cause unacceptable impacts on amenity or environment and could potentially lead to enhancement, especially over the longer term.	
<b>3. To improve education, training and life-long learning, and maintain a healthy labour market</b>	0	0	0	Possible	Countywide	Indirect	With a greater concentration of waste facilities close to settlements, this policy may provide more employment and training opportunities for people in the county. Dependent on technologies used and waste facilities developed, there could also be educational opportunities through school trips. This could raise educational and employment aspirations and maintain a healthy labour market. However impact are likely to be minor.	
<b>4. To reduce health inequalities and promote healthy lifestyles</b>	0	?	✓	Uncertain	Countywide	Direct	Policy only confirms when new waste management provision will be permitted, with a demonstration that proposals meet the waste Hierarchy. It is therefore likely that given future projected growth in waste arisings there is enough capacity currently to deal with future growth. There is a projected growth in hazardous waste projected however this is small in relative terms. It is possible for noise and emissions from any new waste facilities themselves to negatively impact on wellbeing	



							<p>but this is unlikely as they would have to adhere to the Location of New Waste Management Facilities Policy which has significant safeguards. This is also similar to impacts from HGV operations to service such facilities.</p> <p>Impacts over the short term are likely to be minor as the Local Authority has an existing contract to export waste outside of the County boundary to be disposed of through energy from waste, leading to uncertain impacts in the medium term.</p> <p>Point 4 also demonstrates that proposals should not cause unacceptable impacts on amenity or environment and could potentially lead to enhancement, especially over the longer term.</p>	
<b>5. To reduce the need to travel and promote use of sustainable transport options</b>	<b>0</b>	<b>0</b>	<b>0</b>	Possible	Countywide	Permanent	<p>New waste management provision will only be permitted where it contributes to driving up the management of waste through the waste hierarchy. Ultimately this means reducing the amount of waste produced, reusing waste then recycling. This is likely to have negligible impacts upon transport as flows of recycling waste will still be needed. As the county is already largely self-sufficient in the management of waste despite some cross boundary flows, policy does not represent a significant change from current arrangements and so impacts are likely to be unchanged.</p>	
<b>6. To alleviate deprivation and poverty</b>	<b>0</b>	<b>0</b>	<b>0</b>	Possible	Countywide	Permanent	<p>Where new development is permitted it has to be demonstrated that it contributes to moving waste up the hierarchy. This means that more diverse employment opportunities may be available, which may ultimately lead to an alleviation of deprivation in certain areas.</p>	

							Policy allows the flexibility for development which is required by the market to come forward. Impacts are however considered to be minor due to the uncertainty over the amount of development proposed to be coming forward	
<b>7. To develop a sustainable and diverse economy with high levels of employment</b>	<b>0</b>	<b>0</b>	<b>0</b>	Possible	Countywide	Permanent	Where new development is permitted it has to be demonstrated that it contributes to moving waste up the hierarchy. This means that more diverse employment opportunities may be available including opportunities for training. Dependent upon the technologies used there could be new supply chains established, with re-using and recycling of waste materials within the County. Policy allows the flexibility for development to come forward as required by the market. Impacts are however considered to be minor due to the uncertainty over the amount of development proposed to be coming forward	
<b>8. To reduce the causes of climate change</b>	✓	✓	✓	Probable	Countywide	Permanent	Where new development is permitted it has to be demonstrated that it contributes to moving waste up the hierarchy. This will ultimately mean reduced emissions from landfill including specifically methane. Policy seeks to demonstrate net self-sufficiency, with landfill (at the bottom of the waste hierarchy) being the last resort. Energy from waste and technologies such as anaerobic digestion could also make a positive contribution to the UK's energy needs.	<b>ENV1: It would be useful if the waste hierarchy was presented, within the supporting text, in a format that was easily understandable with examples of technologies at each level</b>
<b>9. To respond and enable adaptation to</b>	<b>0</b>	<b>0</b>	<b>0</b>	Indirect	Local	Residual	The focus upon driving the management of waste up the waste hierarchy will ultimately mean reduced reliance	

the inevitable impacts of climate change							upon landfill as an ultimate solution. This will have positive impacts upon the environment including less land take for landfill, allowing more room for adaptation and mitigation. Ultimately impacts are predicted to be minor.	
10. To protect and enhance biodiversity and geodiversity	✓	✓	✓✓	Possible	Local	Residual	<p>The focus upon driving the management of waste up the waste hierarchy will ultimately mean reduced reliance upon landfill as an ultimate solution. This will have positive impacts upon the environment including less land take for landfill, which may mean less impact upon biodiversity and geodiversity. Ultimately, however it is unknown what technologies could be utilised to drive waste up the hierarchy, therefore without an indicative list of technologies and their key impacts it is difficult to assess policy impact. However should further provision be permitted, they would have to comply with the provisions set out the Location of Waste management Policy, which ultimately means that development would be approved in locations which do not impact upon designated sites.</p> <p>Given the strict legislation covering this area, any impacts are likely to be minor. Indeed reducing landfill will benefit biodiversity and geodiversity by taking potential pollutants out of the waste stream.</p> <p>Point 4 also demonstrates that proposals should not cause unacceptable impacts on amenity or environment and could potentially lead to enhancement, especially over the longer term.</p>	
11. To protect and enhance the quality	✓	✓	✓✓	Possible	Local	Direct	The focus upon driving the management of waste up the waste hierarchy will ultimately mean reduced reliance	

and character of landscape and townscape							upon landfill as an ultimate solution. This will have positive impacts upon the environment including less land take for landfill. Should further provision be permitted, they would have to comply with the provisions set out the Location of Waste management Policy, which ultimately means that development would be approved in locations which do not impact upon designated sites including green belt and other areas of high landscape value. Point 4 also demonstrates that proposals should not cause unacceptable impacts on amenity or environment and could potentially lead to enhancement, especially over the longer term.	
12. To protect and enhance cultural heritage and the historic environment	✓	✓	✓✓	Possible	Local	Residual	The focus upon driving the management of waste up the waste hierarchy will ultimately mean reduced reliance upon landfill as an ultimate solution. This will have minor positive impacts upon the environment including less land take for landfill solutions as the county is largely self-sufficient in the provision of waste management despite some cross boundary flows and so this does not represent a significant change in the scale of waste management in the county. Should further provision be permitted, they would have to comply with the provisions set out the Location of Waste management Policy, which ultimately means that development would be approved in locations which do not impact upon designated sites. Point 4 also demonstrates that proposals should not cause unacceptable impacts on amenity or environment and could potentially lead to enhancement, especially over the longer term.	
13. To protect and improve air, water	0	0	0	Direct	Local	Residual	The focus upon driving the management of waste up the waste hierarchy will ultimately mean reduced reliance upon landfill as an ultimate solution. This will have minor	

<b>and soil resources</b>							<p>positive impacts upon the environment including less soil and water contamination.</p> <p>Air quality could be an issue in specific locations close to new permitted development. However provisions within the Amenity Pollution policy and the Location and Waste policy should mitigate against any such issues. Overall impacts are likely to be minor as the county is already largely self-sufficient in the provision of waste management, despite some cross boundary flows.</p>	
<b>14. To reduce waste and encourage the sustainable and efficient use of materials</b>	✓✓	✓✓	✓✓	Certain	Countywide	Permanent	<p>Policy is positive in terms of aiming to ensure new facilities are needed and that they are driven by the waste hierarchy and that they can demonstrate that they assist local and regional net self-sufficiency by managing waste streams as close as possible to their production.</p>	
<b>15. To improve the sustainability of minerals extraction and use and reduce adverse impacts on communities and the environment</b>	0	0	0	Indirect	Countywide	Residual	<p>Supporting text within the policy confirms that construction and demolition waste is generally managed onsite, however Environment Agency projections show that 70% of waste arising from this area go to landfill. Utilising more of this waste on site through the waste hierarchy can assist in improving the sustainability and supply of materials.</p>	



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**[Cdpconsultation@durham.gov.uk](mailto:Cdpconsultation@durham.gov.uk)**  
**03000 260 000**