

Review of DC Infrastructure Delivery Plan Final 2013

Background

The IDP is a key evidence document for the DC Local Plan. It has to follow the National Planning Policy Framework guidance which states that the local authority in producing the Local Plan, must work with providers to understand the infrastructure needs of the plan area and

"assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands" and that "planned infrastructure is deliverable in a timely fashion" and that local planning authorities should "understand development costs at the time Local Plans are drawn up."

The IDP is also used to support the local authorities proposals identifying required resources through the Community Infrastructure Levy (CIL) or other such planning obligations that can be used to address infrastructure requirements (ie Section 106, Unilateral Undertakings, highway agreements etc).

An over riding theme in the IDP is the integration of Green Infrastructure, ie it should be included in the design of any enhanced infrastructure delivery.

Relationship to Housing

The IDP links to the stated proposed allocation of 450 houses in Sedgfield on 17.1 hectares of land at 'South of Eden Drive', anticipated to be delivered in the 'short' term.

Relationship to Employment Land

The IDP refers to the County's recently completed Employment Land Review (ELR), which is the evidence document for the provision of further employment land within the Local plan. The ELR identifies Sedgfield as being adjacent to one of the County's sites that make up a belt of sites that are of National significance, that of NETPark, the science park to the north of the village.

This document does not include Salter's Lane Industrial Estate as one of those within the Durham Plan's Employment Site allocations, presumably as there is no land available for development, and no further expansion is allowed for. The closest Employment Land allocation identified is 1.59 hectares at Fishburn Industrial Estate.

<p>Note: Given no CDP allocation of further land at Salters Lane or elsewhere in Sedgfield NP area, consideration needs to be given to local requirements for workshop and smaller industrial unit demand.</p>
--

1. Walking & Cycling

Refers to various public rights of way as key linkage to urban and rural green spaces, and often dual role as 'green corridors'. Suggests local travel options will be promoted through encouraging improvements to the existing infrastructure, such as Sustrans National Cycle Route. The Local Plan proposes to connect the County's 12 main towns, which includes Sedgfield, via a newly designated network of Cycle Super Routes and Secondary Routes. The closest 'Super Route' is that from Newton Aycliffe to Durham City, via Spennymoor. Sedgfield is proposed to benefit from a 'Secondary Route' from Sedgfield itself (not extending South) to Durham City, via Coxhoe. To the west is an existing Secondary Route, which effectively uses the 'Castle Eden Walkway' to run from the A689 near Wynyard to Wingate and on to Seaham. This latter route uses a former railway line as currently designated as National Cycle Route No1 and lies within the Sedgfield Neighbourhood Plan Area. The Sedgfield to Durham Route would appear to be a proposal only as there is little or no on route designation currently. The IDP does recognise that East West linkage to/from Sedgfield (and other parts of the County) are problematic and infrastructure is needed.

The IDP states that due to cost, infrastructure will be prioritised and use a combination of route development means. The Local Plan requires all new development to promote sustainable travel by submitting a transport statement or by a transport assessment and travel plan. Implementation will be multi agency and (presumably) through developer contributions.

Cycling infrastructure in Sedgfield is generally poor. The only designated marked routes are to the north of the village linked to the hospital and Sainsburys. These give little priority to cyclists. The other main route is the A689 off road link to the National Cycle Network Route No1 at Castle Eden. This is a rough surfaced route that could be improved and use encouraged. The future development of economic and social facilities at Wynyard (hospital, employment base) also require safe linkage as this sites importance will only increase, these are currently only accessible as far as the Castle Eden bridge without using the A689. There is considerable scope for further safe route development and linkage of attractions and key facilities (ie Hardwick Park, schools, village centre etc). Cycle parking close to key facilities is inadequate and needs improvement to enable greater non car use. Incoming housing development should not only provide safe segregated cycling and walking facilities within new developments, but also financially contribute to schemes to improve linkage within and outwith the village.

2. Rail Network

Protection of existing facilities described, as well as potential to open further freight options. No direct impact on Sedgfield.

3. Bus Network

The main public transport mode in the County. 80% of passengers carried on commercially operated services. DCC propose to liaise with operators as strategic sites are brought forward to align services to need and provide choice. Use of Section 106 agreements and CIL to drive improvements in bus services to a 'number of sites to be explored'. Impact of public sector spending cuts on subsidised services noted.

Notes of sub group input here....

Potential S106 input to sustaining services, inc linkage to Wynyard and hospital, which may be difficult to access for non car owners.

4. Highways

The immediate highways affecting Sedgfield are the responsibility of the Durham County to maintain and improve. The A1(M) and A19 nearby are the responsibility of the Highways Agency. The IDP states that the proposed housing allocations have been modelled against increased highway movements generated, and that the key pressure area will be the A1(M) at Chester Le Street, the critical nature of the whole of the A1(M) is noted. The secondary routes, the main A roads, are to be prioritised for improvement through the life of the Local Transport Plan 3 (effectively DC's transport plan from 2011 onwards in line with DfT guidelines). The A roads of relevance to Sedgfield are the A177 and A689, neither of which are earmarked for investment in the first 3 years of the LTP3. The IDP also refers to a 6 year programme of streetlight replacements with LED's throughout the County. See Area Based Delivery for details of proposed highway improvements.

(Note: check LTP3 and need to understand smaller scale improvements earmarked to "facilitate development growth").

Notes from sub group here, inc potential improvement schemes and areas of concern.....

Parking Issues – see separate report when sub group feeds back

5. Water Management

Considers water in support of 'new' development in terms of water supply for domestic/commercial use, waster water disposal, and flooding prevention. Refers to DC, Environment Agency and Northumbrian Water Ltd working on a Water Cycle

Study, which encompasses a Surface Water Management Plan and Strategic Flood Risk Assessment.

WCS and proposed development in plan - water supply - NWL noted work to improve cases of poor water pressure. (***) known to exist in Sedgefield??***)

WCS and proposed development in plan – sewage treatment – County wide housing allocations impact on existing facilities. However, Sedgefield housing allocation site identified as will operate ‘within existing headroom of current relevant Sewage Treatment Works. (Note*** need to refer to NWL’s AMP 5 and 6 investment plans for proposed works planning).

WCS and water Quality – refers to Environment Agency programme of works to improve watercourses.

WCS and surface Water – refers to NWL investment plan to improve sewage and drainage network, and potential of new development to include sustainable urban drainage measures.

Known water related issues in Sedgefield:

Localised flooding hotspots

Drainage issues

Sedgefield pumping station suggested to have capacity for 300 houses ('headroom') ? Thus investment required if extra 450 properties approved. What if any other housing won on appeal? And how is caravan park catered for?

Local water pressure issues?

6. Broadband

The County’s provision is generally private sector led, with variable availability, quality and cost. DC secured funding to help deliver superfast broadband (ie 24 Mbps or faster) to 100% of properties in the County by the end of 2016/17. Not clear how this will relate to private provision, but focuses on public sector hubs. Notes additional housing will drive demand.

Note: www.cable.co.uk suggests average broadband download speed in Sedgefield is 7.7Mbps, somewhat slower than superfast, and below Ofcoms stated UK average download speed in May 2013 of 14.7mbps

7. Energy

Social Infrastructure

1. School Places

GP Surgeries and Health Care

Visitor Economy

Emergency Services

Libraries

Sports Facilities

Area Based Delivery

The IDP divides the County up into four areas to focus delivery. Sedgefield lies within the South Durham Area