

Reference	Name	Organisation	Agent organisation	Type of representation	Comments (incl Para numbers)	Officer comments	Proposed changes
<b>CHAPTER NINE – EFFICIENT AND EFFECTIVE TRANSPORT INFRASTRUCTURE</b>							
<b>CS19 – Improving Transport Infrastructure and Creating a Sustainable Transport Network</b>							
CSRPO/0059/NE	Tracy Jones	Natural England	N/A	Objection	Implementation Framework: Should include Rights of Way Improvement Plan, and Tees Valley Green Infrastructure Strategy.	Agree	Include appropriate reference
CSRPO/0019/CPRE	Gillan Gibson	CPRE Darlington District Committee	N/A	Support	CPRE supports this policy.	Support noted	None
CSRPO/0035/GONE	Mary Edwards	Government Office for the North East	N/A	Objection	The Secretary of State objects to draft Policy CS19 as it conflicts with PPG13: Transport paragraph 51 which states that " In developing and implementing policies on parking, local authorities should: ensure that, as part of a package of planning and transport measures, levels of parking provided in association with development will promote sustainable transport choices;" The draft policy merely refers to "appropriate levels of parking" which is not sufficient to promote the required sustainable transport choices and is also in conflict with revised Draft Policy CS2 which refers to the maximum parking standards set out in the Tees Valley Highway Design Guide. Accompanying the Revised Draft Core Strategy was the Darlington Local Infrastructure Plan Consultation Draft. I consider this to be a thorough and informative document but it would be improved by directly relating the infrastructure provision to the spatial strategy in the Core Strategy. PPS12 paragraph 4.8 states "The core strategy should be supported by evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area, taking account of its type and distribution. " Section 11 Strategic Locations addresses the strategic locations identified in draft Policy CS1 but it would be helpful if the infrastructure requirements of other draft policies could be identified too.	Agree	Wording change needed to make CS19 consistent with CS2.
CSRPO/0019/CPRE	Gillan Gibson	CPRE Darlington District Committee	N/A	Support	CPRE is delighted to find the scheme for the Cross Town Route is not identified in the CS.	Support noted	None
CSRPO/0053/HPC	John Robinson (Parish Clerk)	Hurworth Parish Council	N/A	Comment	You have emphasised the availability and quality of the road system and Teesside airport but policies need to be developed to market these excellent gateways by producing 'packages' and marketing literature, which will require distribution through travel agents worldwide. We must also improve the other limbs of a transport policy; the bus network for example needs to be improved, especially to the villages such as Neasham and Hurworth.	Marketing is not an issue for the Core Strategy. The issue of access by bus is covered in general terms by the policy, although a reference to the needs of villages could be considered.	Consider a reference to links to the villages in CS19 (see response also to Sadberge PC).
CSRPO/0063/MBC	M Darnton	Resident	N/A	Comment	With its central point from Tees Valley airport, Teesport and its road infrastructure to A1M north and south Darlington should take advantage of its position and build a rail freight terminal, this would potentially save 100's of wagons travelling from the south to the region.	The current Darlington Local Plan has safeguarded a site for a road / rail freight depot for many years but the industry has shown little or no interest. As there is no evidence of any increase in interest, or that a facility could be delivered during the Core Strategy period, a continuation of such a policy is now considered inappropriate.	None

CSRPO/0003/Cjo	Charles Johnson	DBC (Councillor)	N/A	Objection	Define 'sustainable travel'. There is no mention of the motorcar, which is the mode for the majority of journeys within the borough and the aspiration of using a motor in a significant majority. There is no reference to cars in this policy, which underlines the current anti-car philosophy, which surfaces now and again. Cars are here to stay in the foreseeable future whether we like it or not and we should make full and proper provisions for this. There will be little shift in mode as long as we have bus and rail infrastructures which do not deliver and which will continue to fail for some time ahead.	Agree that a glossary of terms would be helpful. The principles of sustainability, and the need for more sustainable forms of transport, are, however, now deeply embedded in global and national policy. The Government's Planning Policy Statement 1 makes clear that: "Sustainable development is the core principle underpinning planning. At the heart of sustainable development is the simple idea of ensuring a better quality of life for everyone, now and for future generations". It requires development plans such as the Core Strategy to "contribute to global sustainability by addressing the causes and potential impacts of climate change – through policies which reduce energy use, reduce emissions (for example, by encouraging patterns of development which reduce the need to travel by private car, or reduce the impact of moving freight)..." The nub of the objection is therefore to national policy, not the Core Strategy. As regards the specific wording of CS19, cars are the main users of the road network and their drivers will be beneficiaries of the measures set out in the policy.	None to CS19. VA: consider including a Glossary in the Core Strategy.
CSRPO/0004/DWh	D Whitfield	Resident	N/A	Objection / Comment	What are the DBC intentions regarding a sensible and comfortable bus station, such as that at Middlesbrough, for example? If no bus station is planned, will the existing Town Centre bus passenger shelters be upgraded to weather -proof installations?	A decision on whether or not to provide a bus station is not one for the Core Strategy. The design and improvement of town centre bus shelters is also not a matter for the Core Strategy but of ongoing management.	None
CSRPO/0024/BA	Tony Cooper	Bussey and Armstrong	N/A	Support / Comment	The Council's broad approach including removal of the CTR is agreed. We understand that further studies into the capacity of existing infrastructure and their capacity to accommodate future growth will be progressed within the LIP.	Support for CTR approach noted.	None
CSRPO/0059/NE	Tracy Jones	Natural England	N/A	Comment	There also opportunities to integrate the Rights of Way Improvement Plan into the Local Transport Plan and these should be considered.	This is a comment on the forthcoming new LTP rather than the Core Strategy. Forward to Transport Policy section.	None
CSRPO/0005/JS	John Suddes	Resident	N/A	Objection	If you are serious about promoting the use of public transport within the borough then you need to provide a bus station. It is disgrace that people are forced to stand in cold, dark streets, often intimidated by drunks, in order to catch a bus. This is forcing many people to use cars instead of public transport and reduces the amount of people coming into the town from other areas to shop, socialise etc.	A decision on whether or not to provide a bus station is not one for the Core Strategy.	None
CSRPO/0016/DAD	Gordon Pybus	Darlington Association on Disability	N/A	Objection	The strategy does nothing to improve transport for disabled people. It relies on this being addressed in the LTP but if it were recognised in the strategy as an aim then how disabled people get around in the borough would not be overlooked. It should be given the same priority as reducing congestion.	Disagree: CS19 specifically states that: "Throughout the plan period ... the transport infrastructure for disabled people [will be] improved". This is reinforced by Policy CS2 which states that: "All development proposals should ... support inclusive communities, by providing links to existing networks to ensure safe, convenient and attractive access for ... disabled people". The LTP will carry these principles forward into more detailed transport policies and actions.	None
CSRPO/0053/HPC	John Robinson (Parish Clerk)	Hurworth Parish Council	N/A	Objection	We also believe the plan should address bus stops and improve the ones available. This is a campaign my members have been undertaking for many years.	The details of bus stops and shelters are not a matter for the Core Strategy but of ongoing management.	None

CSRPO/0023/HA	Kyle Maylard	Highways Agency	N/A	Support	The Agency would like to reiterate its support for this policy and in particular the overall policy direction of considering sustainable modes of travel and management solutions prior to improving existing transport infrastructure. The Agency also welcomes the re-wording of point (b) as requested; to refer to working with the Highways Agency to ensure the safe and efficient operation of the Strategic Road Network is maintained. The Agency is also supportive of the supporting evidence in the Core Strategy and Local Infrastructure Plan and the consideration given to the issues relating to the SRN. It is recognised that the quality of connections and level of congestion could be detrimental to growth aspirations and deter or restrain development in the future unless sustainable transport improvements, demand management measures and physical infrastructure improvements are considered. As such the Agency welcomes the consideration given to the work currently being undertaken by the Agency and the Tees Valley Authorities, such as the A66/A19/A174 Area Action Plan. However, as stated in response to a number of other policies, in order to ensure that the most up to date evidence is considered, the latest update of the evidence base which supports the Area Action Plan should be assessed. With regards to the specific priorities identified, the rail based, cycling, walking and other public transport improvements, the Agency is particularly supportive of these measures and the evidence in the Draft Infrastructure Schedule in the Local Infrastructure Plan, which supports these measures. The Agency considers that this information is sufficient to demonstrate the deliverability of the proposed improvements, and that the mechanisms and approaches identified and being implemented as part of the studies being undertaken (specifically the AAP), provides the Agency with the comfort that appropriate supporting measures will be brought forward as development aspirations are met. However, further to this the Agency considers that cross referencing to Policy CS4 would provide a clearer linkage between the infrastructure improvements identified and the use of developer contributions as an important means of funding and delivering these measures.	Support and advice noted. Consider cross-referencing to CS4	Consider cross-referencing to CS4
CSRPO/0057/SPC	Alastair Mackenzie	Sadberge Parish Council	N/A	Objection	References: The Proposed Strategic Objectives on page 21. Revised Draft Policy CS19 on page 116. Sadberge Parish Council agrees that support should be provided to maintain, expand and enhance facilities and networks for public transport, walking and cycling. In particular, there should be safe, off-road footpath / cycle path / bridleway links (i) between neighbouring villages and (ii) between the villages and Darlington. Sadberge Parish Council requests that Revised Draft Policy CS19 should be modified so that the list of priorities for cycling, walking and other public transport includes establishing safe, off-road links (i) between neighbouring villages and (ii) between the villages and Darlington.	The detailed suggestions seem to be mainly covered already by the general wording of CS19 but agree that the policy could be widened to include improving links to and between villages.	Amend wording of CS19 as suggested.
CSRPO/0030/ca	C. Ardron	Resident	N/A	Objection / Comment	For the convenience, comfort and public accessibility provided by Darlington's public transport system, buses, for its residents and those using the town from outside, there is a desperate need for a central, all embracing, bus station on the lines of that in Middlesbrough. The facilities at present are a nightmare for the travelling public. RECOMMENDATION Use land currently occupied as car parks near the centre of town	A decision on whether or not to provide a bus and/or coach station is not one for the Core Strategy.	None
CSRPO/0008/ANEC	C. Megginson	North East Planning Body	N/A	Support	This policy aims to make best use of and improve the existing transport infrastructure within and connecting the borough, with solutions based on better management and use of sustainable transport modes. These objectives are consistent with RSS policy 7, which aims to improve and enhance sustainable connectivity and accessibility, making the best use of resources and the existing infrastructure. 36. Measures proposed in relation to the existing road network, are consistent with RSS policies 49 and 55, which seek to improve accessibility and efficiency of movement along strategic routes and with in the Tees Valley City-region. Measures to improve, and integrate the local public transport networks with other modes, are consistent with RSS policy 50 and support the sustainability objectives of the RSS. 100210_GRainey.cn 37. While other policies direct development towards urban centres, the NEPB would welcome the inclusion of measures to reduce the need to travel. We would support the inclusion of demand management measures outlined in RSS policy 53, and the setting of maximum parking standards, in RSS policy 54. 38. RSS policy 21 supports the sustainable expansion of Durham Tees Valley Airport, and by providing new stopping facilities CS19 is consistent with this aim. To facilitate expansion, the local authority should incorporate policies to safeguard land currently allocated for airport related uses, which has not yet been developed. 39. The NEPB welcomes plans to improve access to services and facilities, by improving pedestrian and cycle networks, and integrating them with public transport. These measures are consistent with RSS policy and those in relation to sustainable development.	Consistency with RSS noted. Agree that policy should include references to demand management and maximum parking standards (the latter to be consistent with CS2). The issue of airport related uses at DTVA is covered by Policies CS1 (f) and CS5 (f).	Wording change needed to refer to demand management and maximum parking standards, making CS19 consistent with CS2.
CSRPO/0007/PAL	Stephen Gaines	Peel Airports Limited	N/A	Support	Support references to DTVA throughout document in particular CS1, 5,6 and 19. Welcome reference to safeguarding land in respect of renewables but may also need to address this issue further in terms of other land uses in other DPDs and plans.	Support Noted	None

CSRPO/0033/ONE	Wendy Hetherington	One Northeast	N/A	Support	The Agency welcomes the Council's intention to work with partners to make best use of and improve existing transport infrastructure within and connecting to the Borough. The achievement of the aims of this policy through the application of a number of measures, including improvements to public transport, is also welcomed. As stated in our response at the previous consultation stages of this document, One North East welcomes the Council's activities as a 'Sustainable Travel Town'. This project highlights the potential in reducing car use and encouraging a modal shift towards public transport.	Support noted	None
CSRPO/0042/EH	Alan Hunter	English Heritage	N/A	Support	EH supports any efforts to utilize the North Road station as an integral part of the enhanced transport infrastructure of the Borough, thereby reaffirming its ongoing relevance.	Noted	None
CSRPO/0026/DP	Denise Parkin	Resident	N/A	Comment	Definitely do not need a bus station in Darlington.	A decision on whether or not to provide a bus station is not one for the Core Strategy.	None
CSRPO/0015/HILTON	Mr. Paul Hilton	Resident	N/A	Objection	It may be beneficial to plan for a road joining [the Westpark/High Grange] area to Burtree Lane or Whessoe Road. Otherwise people in this area of town have to rely on the A68 to travel towards town. Such a new road would allow people to access recycling facilities with a shorter journey and allow them to make their way towards Asda/Morrisons/A66 without using the A68 and Brinkburn Road. This road could be easily achieved from the A1/A68 roundabout or from either of the two roundabouts by High Grange, sadly the shortest route would involve bridging the railway but the other option would be to join Burtree Lane without bridging. This would help reduce congestion on the A68 and A167, two routes that [are] heavily used currently and would become busier after increase in population with no convenient cross town route to get to the A66.	The Connections Study concluded that the Cross Town Route (the route referred to here) was not deliverable and would not deliver the benefits overall that it is widely perceived that a road scheme of this type would. The study findings can be viewed at <a href="http://www.darlington.gov.uk/planningpolicy">www.darlington.gov.uk/planningpolicy</a> .	None
CSRPO/0014/WB&BP	Ward Bros and Baydale Properties	Ward Bros and Baydale Properties	England & Lyle	Support	Our client fully supports the Council's decision not to pursue the safeguarding of land for the Cross Town Route. By deleting the safeguarding of the route, the Council has removed a significant constraint to development in some areas of the town. The safeguarding of the route for so long, has restricted the bringing forward of some sites for development in the Albert Hill area, particularly our clients site. The Core Strategy should recognise and support the bringing forward of major mixed-use development opportunities which exist in the Albert Hill area.	Support noted.	None.
CSRPO/0059/NE	Tracy Jones	Natural England	N/A	Objection	Should also include provision of ancillary cycle infrastructure such as secure parking provision.	Agree	Insert 'and ancillary infrastructure' after 'routes'.
CSRPO/0010/BOON	Mr. Boon	Resident	N/A	Objection / Comment	If a place wants to move forward as a thriving town urgent attention needs to be given to the efficiency of the overall public transport accommodation. At present all bus and coach services are accessible from pedestrian footpaths with insufficient shelter also often very over crowded with shoppers. To make the town presentable to visitors also, a modern bus and coach station is urgently needed like other towns.	A decision on whether or not to provide a bus and/or coach station is not one for the Core Strategy.	None
CSRPO/0064/NR	Mr. A Rivero	Network Rail (Infrastructure) Ltd	N/A	Support	Support in principle to the policy (rail based transport reference) subject to the comments mentioned in the LIP given below	Support Noted	None
CSRPO/0053/HPC	John Robinson (Parish Clerk)	Hurworth Parish Council	N/A	Comment	A need for more and better defined rural footpaths and cycle paths. The Darlington to Hurworth corridor is paramount to the integration into the suggested tourism plan for the villages. Please refer to Para 8.1.7 and CS17i and CS19 g, k and I.	Support for the policies is noted and welcomed.	None