



**CITY OF DURHAM
PARISH COUNCIL**

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22nd December 2021

Dear Ms Ollivere,

DM/21/02034/FPA | Proposed development of 50 residential dwellings with associated infrastructure, open space and highway improvements | Land At Former Skid Pan North Of Woodward Way Aykley Heads DH1 5ZH

The City of Durham Parish Council Planning Committee considered the amendments to this application at its meeting on the 10th December 2021 and resolved to maintain its objection to this application.

As stated in our letter of 9th July 2021, the Parish Council accepts that as the application site is allocated for housing within the CDP and therefore the principle of the proposed redevelopment of the site for housing is acceptable. However, a number of unresolved matters of concern remain with this development.

Firstly, the Parish Council welcomes the reduction in proposed dwelling from 57 to 50. CDP Policy 4 allocates the application site for housing with an estimated yield of 50 dwellings (ref H4 (4/DU/93)). This is appropriate for the appropriate density of housing in this sensitive location adjoining both the Green Belt and the area of high landscape value and therefore this application now conforms with CDP policies 29 and 39 as well as policy S1 of the Durham City Neighbourhood Plan.

Furthermore, the Parish Council welcomes the assessment of the Council's ecologist that this scheme is confirmed as providing over 10% biodiversity net gain in its current form and agree entirely with the ecologist's recommended conditions. This is imperative given the site's sensitive location next to the ancient woodland Hoopers Wood which also comprises a local wildlife site.

The Parish Council also welcomes the applicant's commitment to provide 25% affordable housing.

This being the case, the Parish Council continues to have significant concerns that the proposal does not comprise sustainable development as required by the development plan and the

NPPF. The submitted transport statement – which has not been updated since the amendments to this scheme - suggests that the proposed development could result in approximately 57 total people movements in the AM peak hour and 51 in the PM peak hour. The Parish Council considers these estimates are not accurate and in reality, would be much higher. The submitted application documents provide no details on how the occupants of the proposed development would access sustainable modes of transport. The focus appears to be on the private car.

Policy 21 of the CDP is clear that all development must deliver sustainable transport. That it must deliver, accommodate and facilitate investment in safe, sustainable modes of transport. Also, that it must provide appropriate, well designed, permeable and direct routes for walking, cycling and bus access, so that new development clearly links to existing services and facilities. Furthermore, that appropriate provision for electric vehicle parking should be made within developments.

The submitted sustainability checklist for developers illustrates that the proposed development incorporates somewhat limited proposals to achieve reductions in CO2 emissions. For example, whilst the Parish Council acknowledges that ducting and cabling will be provided to allow for future electric charging points, it is submitted that these should be provided as part of the development rather than putting the onus on future residents.

Both CDP policy 29 and the BfLSPD are clear that new development must achieve reductions in Co2 emissions.

These requirements are also reflected within the policies of the DCNP. Particularly in policy S1 which requires the responsible use of resources and increase in resilience to climate change. In addition, policy T1 requires new development to give the highest priority to walking, cycling and public transport by improving access and contributing to a modal shift towards sustainable transport.

The Parish Council considers that the proposal would not deliver sustainable development as a result of its reliance on the private car for residents to access employment, services and facilities. Furthermore, the new dwellings incorporate limited proposals to achieve meaningful reductions in CO2 emissions. As a result, the proposed development would be contrary to the provisions of the development plan, particularly CDP policies 21 and 29, DCNP policies S1 and T1, sections 2, 9 and 14 of the NPPF, as well as the BfLSPD.

For the reasons set out in this response, this application should be refused in its current form.

Yours sincerely,

Adam Shanley
Clerk to the City of Durham Parish Council