

**DARLINGTON EMPLOYMENT LAND REVIEW
REPORT AND RECOMMENDATIONS**

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LIST OF ABBREVIATIONS

CLG	Communities and Local Government
DPD	Development Plan Document
ELR	Employment Land Review
GO-NE	Government Office For The North East
LDD	Local Development Document
LDF	Local Development Framework
LDS	Local Development Scheme
LNR	Local Nature Reserve
ODPM	Office of the Deputy Prime Minister
RSS	Regional Spatial Strategy
SHLAA	Strategic Housing Land Availability Assessment
SPD	Supplementary Planning Document
SME	Small and Medium Enterprise

EXECUTIVE SUMMARY

Background

This Employment Land Review has been prepared by Darlington Borough Council to provide part of the evidence gathering required for the production of Darlington's Local Development Framework (LDF). In particular, it is expected to inform the overall direction of employment policy (to be set out in the Core Strategy) and will assist in the formation of detailed policies (to be set out in the Accommodating Growth Development Plan Document (DPD)).

In December 2006 King Sturge completed an Employment Land Review for Darlington as part of a wider commission on the Darlington Gateway, along with Consultants BDP and Regeneris. This Employment Land Review draws heavily on the information provided in the initial 2006 / 07 review, but goes further to provide an update with evidence and clarity of the existing employment land supply and the local economic circumstances.

The study has been undertaken in accordance with the advice given in the Employment Land Reviews Guidance Note, issued by the ODPM (now CLG) in 2004¹. The review consists of three key stages of work; Stage 1 – Taking Stock of the Existing Situation; Stage 2 – Creating a Picture of Future Requirements; and Stage 3 – Identifying a New Portfolio of Sites.

Stage 1 Findings

Stage 1 of the review is a simple assessment of the 'fitness for purpose' of the existing employment land portfolio. The principle purpose of the assessment is to identify which sites should be retained in employment use, and which could potentially be released for other uses.

A set of 46 No. Employment sites were identified, which principally consist of employment allocations from the existing Borough of Darlington Local Plan 1997 (Alterations 2001) and also extensions to employment land that have been brought about through the granting of planning permission² together with sites in existing employment use or with a predominantly industrial or commercial character, with the potential for employment use in the future. Individual site appraisals were made within the context of an initial assessment of the likely demand for employment land based on the characteristics of the sites in question with a criteria based on the most important factors affecting the location and the marketability of existing and potential employment sites in the Borough.

The individual site appraisals found that the most sustainable sites for employment or a mix of employment and other uses are; Whessoe Road; South East Town Centre Fringe; East Town Centre Fringe; Central Park; and Valley Street. The most marketable sites for employment or mixed uses were found to be; Faverdale East Business Park; Yarm Road South; South East Town Centre Fringe; Morton Park; and, Morton Palms. This gave an initial indication of the fitness for purpose of each of the sites, to be taken into consideration through to Stage 3 of the Employment Land Review.

¹ CLG (2004); Employment Land Reviews: Guidance Note; TSO; London

² These principally relate to Durham Tees Valley Airport extension and Houghton Road (Central Park) site

Stage 2 Findings

Stage 2 of the review provides an assessment of the likely future requirements for employment land using a range of forecasting techniques. The assessment demonstrates an anticipated demand for some 101.5ha of employment land over the period 2009-2026. The portfolio of sites that represent the existing employment land supply within the borough covers some 343.8ha. It is therefore evident that in quantitative terms, there would seem to be more than enough employment land currently available to meet the anticipated need over the coming years, but a figure that is still within the Regional Spatial Strategy figure of 360ha.

This stage of the review allowed a basis for further consideration of the qualitative aspects of the employment land requirement, to ensure that sites were provided that were of the right type to meet the needs of businesses now and over the coming years. The study goes on to consider the individual site assessments carried out in the context of this, and of other important studies, such as the Gateway Study, to consider the sites that should be taken through to provide a well structured and robust employment land and premises portfolio.

Stage 3 Findings

Stage 3 of the review confirms, through a detailed site appraisal process, which sites from the identified portfolio of sites are most likely to respond well to the expectations of occupiers and developers, whilst meeting established sustainability criteria. In light of the evident over-supply of employment land to meet the anticipated need, no further sites were considered. Stage 3 considers the sites in Stage 1 and identifies those to be taken forward to a recommended portfolio of sites and also considers those sites where a relaxation in the type of uses permitted, would be appropriate. The sites are shown below in **Tables I and ii (below)**.

Table I: Recommended Employment Land Portfolio – Existing Employment Sites

No	Site Name	Gross Site area (ha)	GF Available (ha)	PDL Available (ha)	Net Available Land (ha)	Local Plan Policy
1	Faverdale	120	120	0	120	EP8
2	Faverdale East Business Park	66.08	36.36	8.35	44.71	EP3.5
3	Faverdale Industrial Area	56.78	5	0	5	EP2.7
4	Drinkfield	15.27	4.34	0.82	5.16	EP2.8
5	Whessoe Road	11.8	0	0	0	EP2.8
15	Valley Street	21.77	0	1.87	1.87	EP2.1
16	Cleveland Street	18.88	0	0.96	0.96	EP2.2
17	Albert Hill	16.02	1.27	0	1.27	EP2.3
23	Borough Road (to be combined with East Town Centre Fringe)	4.7	0	0	0	EP2.10
24	Central Park	27.97	0	10	10	EP4
26	Blackett Road	2.86	0	1.35	1.35	EP2.4
27	Red Barnes Way	11.83	0	0	0	EP2.4
28	McMullen Road West	8.42	0	8.42	8.42	EP3.1
29	Banks Road	11	0	0	0	EP2.5
32	McMullen Road East	6.73	6.73	0	6.73	EP3.2
33	Lingfield Point	45.56	14.94	0	14.94	EP2.6
34	Yarm Road Industrial Area	73.13	1.45	8.33	9.78	EP2.6
35	Yarm Road South Extension	40.8	40.8	0	40.8	EP2.6

37	Yarm Road South	36.22	0	0	0	EP2.6
38	Morton Park	12.8	0.71	0	0.71	EP2.6
39	Yarm Road North Extension	42.29	42.29	0	42.29	EP2.6
40	Morton Palms	12.6	10.83	0	10.83	EP3.3
42	Airport North	66.07	5.26	0	5.26	EP9
43	Airport South	39.3	0	0	0	EP10
45	Heighington Lane North	5.67	5.67	0	5.67	EP3.6
47	Aycliffe Industrial Estate	15.33	0	0	0	EP2.9
Total (ha)		789.88	295.65	40.1	335.75	

Table ii: Recommended Employment Land Portfolio – New Employment Sites

No	Site name	Type of employment use	Gross Site area (ha)	GF Available (ha)	PDL Available at present (ha)	Net Land Available at present (ha)	Plus additional land to be delivered through TC Fringe work	Total assumptions made for employment (with assumptions made for employment land element)
18	South East Town Centre Fringe (Includes Beaumont Street and Feethams)	B1	7.23	0	2.94	2.94	4.29	5.4225 (75% employment)
22	East Town Centre Fringe (To be combined with Borough Road)	B1	9.45	0	0	0	4.7	3.5375 (25% employment)
31	McMullen Road Open Space	B1	3.09	3.09	0	3.09	0	3.09
44	Airport Extension	B1	19.34	19.34	0	19.34	0	19.34
	Valley Street * not included in totals as existing employment site	B1	21.77	0	0	0	19.9	7.96 (40% employment)
Total (ha)			39.11	22.34	2.94	25.37	28.89	39.35

Stage 3 then demonstrates how the recommended portfolio can meet the future anticipated need in terms of providing the right type of employment land. The recommended structure is summarised in **Table iii (below)** and includes assumptions on the element of employment in each of the areas proposed for mixed-use development (Valley Street, East Town Centre Fringe, South East Town Centre Fringe, Whessoe Road, Blakett Road, McMullen Road East, Lingfield Point, Morton Park and McMullen Road Open Space).

Table iii: Structure of Recommended Employment Land Portfolio

Employment land Type	Gross Site Area (ha)	GF Available (ha)	PDL Available (ha)	Net Land Available (ha)	Land not currently available	Total
High Quality Business Parks	12.6	10.83	0	10.83	0	10.83
Prestige Business Locations	249.22	89.54	8.33	97.87	0	97.87
General Industrial / Business Areas	102.42	11.28	10.2	21.48	0	21.48
Warehouse / Distribution Parks	186.08	156.36	8.35	164.71	0	164.71
Airport Related General Employment Locations	124.71	24.6	0	24.6	0	24.6

Central Urban Mixed use Locations	71.12	0	12.953	12.953	14.715	27.668
Suburban Mixed Use Locations	82.84	12.735	0.675	13.41	0	13.41
Total (ha)	828.99	305.345	40.508	345.853	14.715	360.568

Source: Darlington Borough Council Employment Land Database

The sites that have been recommended to be brought forward into the new employment portfolio have also been assessed as to their deliverability timescale and broken down into the following delivery categories:

- i) 0-5 Years (2011 – 2016) (Immediate Availability)
- ii) 6-10 Years (2016 - 2021) (Medium Term Availability)
- iii) 11-25 Years (2021 onwards) (Long Term Availability)

The phasing of each site depended on whether the sites were currently available for development or whether there were site constraints such as multiple ownerships, contamination, or inadequate access that would delay or be a potential long to medium term barrier to potential development. Also taken into account was the need to provide for choice and therefore a continuous supply of the right type of employment land over the plan period.

Table iv (below) identifies how the net allocation of the new portfolio is broken down into deliverability timescales over the next 25 years.

Table iv: Recommended Employment Land portfolio by deliverability timescale (gross allocated land)

Employment Land Type	0-5 Years	6-10 Years	11-25 Years
High Quality Business Parks	5.415	5.415	0
Prestige Business Locations	4.92	26.08	66.87
General Industrial / Business Areas	7.157	7.157	7.157
Warehouse / Distribution Parks	14.903	74.903	74.903
Airport Related General Employment Locations	1.753	11.423	11.423
Central Urban Mixed Use Locations	5	22.668	0
Suburban Mixed Use Locations	4.47	4.47	4.47
Total (ha)	43.618	152.116	164.823
% Breakdown of Net Land	12%	42%	46%

Source: Darlington Borough Council Employment Land Database

The breakdown shows a relatively even split between sites that are available in the medium and long term. The fact that a reasonable proportion of sites offer immediately available land on which development can take place provides a robust portfolio of employment sites. The new portfolio will ensure that there is provision of adequate land so that the scale and quality of employment land provision meets requirements to assist the accelerated growth in the regional economy.

Conclusions and Recommendations

Darlington currently has a total of 27 existing employment allocations as identified in the existing Borough of Darlington Local Plan 1997 (Alterations 2001). The majority of these are currently functioning well as employment sites, some of them fully developed out. The site assessments have considered the sites from marketability and a sustainability perspective, which includes policy considerations. The research has indicated that there is currently no justification for removing the majority of the

sites from their current status, even those parts that are vacant or remain undeveloped.

Through site assessments and analysis of the attributes of each of the sites, a number of additional sites have been recommended for inclusion in the portfolio as sites that were identified as key to the implementation of the Darlington Gateway Study and sites that are currently being championed by the Council. These sites are Beaumont Street and Feethams (mixed-use), South East Town Centre Fringe (mixed-use), East Town Centre Fringe (mixed-use) and the Airport Extension.

In addition, where certain sites from the existing portfolio would benefit from a more diverse mix of uses, these have been identified as potential mixed-use sites, whereby a proportion of the sites should be considered acceptable for complementary uses that are outside of the employment categories. These sites are: Valley Street, Borough Road, Central Park, Whessoe Road, Blackett Road, McMullen Road East, Lingfield Point and Morton Park.

One site, Heighington Lane South, has been recommended for deletion from the Employment Land Portfolio and deallocation from employment use, due to its particularities and its results in terms of sustainability and marketability.

The forecasting that has been carried out suggests that, from the available land from these existing sites, together with the new sites, there is a supply of some 360ha of employment land, which is in accordance with the RSS figure.

The forecasts of employment need indicate that a total of some 101.5ha of employment land is required to meet employment needs over the plan period. This projected need is well below other expectations derived from other sources such as RSS mentioned above. However, this research does indicate that there is a reasonable supply of land within each of the business sectors, to accommodate needs over the next 15 years or so. It also provides a means on which to closely monitor take-up and the structure of take-up together with future trends, to confirm that the identified needs are capable of being met.

The review recommends that the policies of the Local Development Framework should take into account government objectives and emerging national Planning Policy Statement 4, to consider mixed-use developments and the limiting of sites for single or restricted use classes. This has been addressed in the Employment Land Review by identifying those sites that would benefit from a more diverse mix of uses and those sites that should clearly remain in sole business use. Consideration should be given to the proportion of mixed-use development that would be allowed in each of the sites identified as mixed-use locations for each of the sites identified as being mixed-use locations and this should be reviewed in the light of updated evidence.

The review also includes some recommendations to secure a robust monitoring and review system relating to the employment land situation in Darlington.

1.0 INTRODUCTION

Background

- 1.1 Darlington Borough Council is in the process of preparing the Local Development Framework (LDF), which will set out local planning policy and will gradually replace the adopted Local Plan. The LDF takes the form of a number of separate documents. The Local Development Scheme (LDS) sets out the titles of these documents, their purpose and the timing of their preparation. The Core Strategy was taken through to its Preferred Options Stage during October 2008.
- 1.2 The Planning and Compulsory Purchase Act 2004 states that all documents that contribute to the LDF must have a robust and credible evidence base. The Act also indicates that LDF documents will be subject to independent examination and assessment against a number of tests of soundness, that they are justified, effective and consistent with national policy.
- 1.3 This Employment Land Review (ELR) forms part of the evidence gathering required for the production of Darlington's LDF. In particular, it is expected to inform the overall direction of employment policy (to be set out in the Core Strategy) and will assist in the formation of detailed policies (to be set out in the Accommodating Growth Development Plan Document (DPD)).
- 1.4 In December 2006 King Sturge completed an Employment Land Review for Darlington as part of a wider commission on the Darlington Gateway, along with Consultants BDP and Regeneris. This Employment Land Review draws heavily on the information provided in the initial 2006 / 07 review, but goes further to provide an update with evidence and clarity of the existing employment land supply and the local economic circumstances. The study has been undertaken in accordance with the advice given in the Employment Land Reviews Guidance Note, issued by the ODPM (now CLG) in 2004³.

Objectives and scope of the Employment Land Review

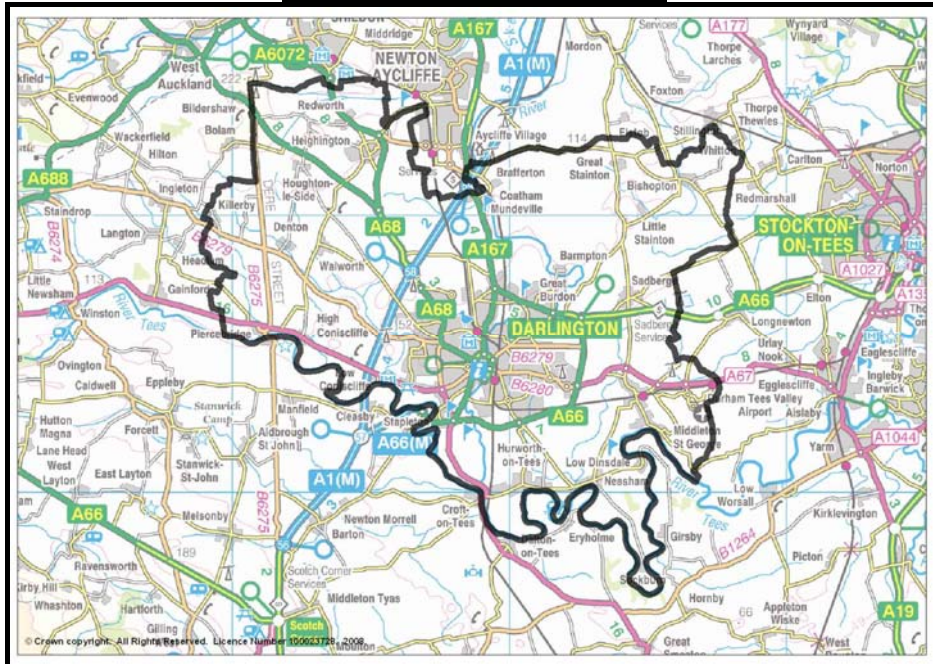
- 1.5 The main purpose of carrying out the ELR is to provide an understanding and an analysis of the quantity and quality of the existing supply of employment land and premises in the Borough, and the extent to which that supply can meet future demands. The review investigates the capacity of the existing urban area only and does not consider any sites outside of the development boundaries identified in the adopted Local Plan⁴ with the exception of the existing employment allocations at Durham Tees Valley Airport, Heighington Lane and Aycliffe Industrial Estate.
- 1.6 The Employment Land Review also considers whether sites that have previously been identified as being suitable for employment use, by way of allocations or planning permissions reflect (and are capable of satisfying) the changing requirements of businesses and the local economy. The study also assesses whether these sites are in sustainable locations.

³ CLG (2004); Employment Land Reviews: Guidance Note; TSO; London

⁴ Darlington Borough Council (1997) (Alterations 2001) Borough of Darlington Local Plan

- 1.7 The study area comprises the Borough of Darlington, as outlined in black and shown in **Figure 1 (below)**.

Figure 1: Darlington Borough



- 1.8 For the purposes of this study and in accordance with the above guidance this review of employment land focuses on Class B1, B2 and B8 of the Use Classes Order 1995 (As amended by the Town and Country Planning (Use Classes) (Amendment) (England) Order 2006). These classes include:

- B1 (a) Offices
- B1 (b) Research and Development / high tech
- B1 (c) Light Industrial
- B2 General Industrial
- B8 Warehousing and Distribution

- 1.9 The definition of employment does not include any other uses that may be a source of employment such as: retail and financial services (Class A1, A2 and A3); leisure (Class D2); or institutions. Nevertheless the overall effect of these sources of employment has been taken into account where appropriate.

- 1.10 For the purposes of this study existing employment land is land that is either:

- Allocated in the existing development plan for employment related uses;
- Has the benefit of outstanding planning permission (within Use Classes B1, B2 or B8 as above);
- Is currently in use where the existing use concerned falls within Use Classes B1, B2 or B8 as above).

- 1.11 The Employment Land Reviews: Guidance Note (2004) recommends restricting the study to sites of 0.25ha or premises of 500m² or greater. These thresholds have been applied to the Darlington ELR.

Structure

1.11 The report is structured as follows:

Section 2 describes the methodology used for this employment land review. The methodology is in accordance with the published Employment Land Review Guidance Note (ODPM 2004b).

Section 3 outlines the national, regional and local policy context of employment land in Darlington Borough.

Section 4 provides an overview of the baseline socio-economic context in relation to the local employment sector.

Section 5 forms Stage 1 of the Employment Land Review, which consists of analysis of the existing employment land supply and its fitness for purposes.

Section 6 forms Stage 2 of the Employment Land Review and analyses the anticipated future requirements for employment land in the Borough using a number of forecasting techniques.

Section 7 forms Stage 3 of the Employment Land Review and identifies a new portfolio of sites as the outcomes of detailed site survey work.

Section 8 discusses the phasing of the recommended Employment Land Portfolio

Section 9 sets out the conclusions of the Employment Land Review and makes recommendations for the LDF policy framework.

2.0 METHODOLOGY

- 2.1 As indicated previously, the methodology employed in this ELR is in accordance with the ODPM's Employment Land Review Guidance Note (2004b). The guidance note recommends a three-layer approach to conducting an Employment Land Review. The guidance was used as a framework for this study.
- 2.2 Stage 1 (Taking Stock Of The Existing Situation) involves an initial assessment of the 'fitness for purpose' of existing allocated employment sites. Stage 2 (Creating a picture of Future Requirements) assesses the scale and nature of likely demand for employment land and the available supply in quantitative terms. Stage 3 (Identifying a New Portfolio Of Sites) undertakes a more detailed review of site supply and quality, and identifies the sites to be taken forward to the new portfolio of employment sites.
- 2.3 The expected objectives and outcomes for each of the three stages are discussed in more detail below.

Stage 1 – Taking Stock of the Existing Situation

- 2.4 The main objective of Stage 1 is a simple assessment of the 'fitness for purpose' of the existing employment land portfolio, principally in order to identify the 'best' employment sites to be retained and protected and identifying sites that should clearly be released for other uses. Maintaining employment designation on sites that should be released adds little to the effective supply of employment land and merely distorts statistical analysis of the supply. Stage 1 provides the Council with an opportunity to review our understanding of the local economy and local employment land issues, to be addressed further in Stages 2 and 3.

Objectives of Stage 1

- To identify the 'best' employment sites to be protected
 - To identify employment sites to be released
 - To prepare an effective brief for Stages 2 and 3 of the review
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- 2.5 The principal outcome of Stage 1 will be the identification and protection of the 'best' employment sites and the identification and potential release of those existing or allocated employment sites, which clearly do not meet sustainable development criteria and are unlikely to meet future market requirements. The other key outcome is an effective brief for Stages 2 and 3.

Outcomes of Stage 1

- An understanding of key employment land supply issues
 - A portfolio of potential employment sites to take forward for more detailed review
 - An effective brief for Stages 2 and 3 of the review
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- 2.6 In order to complete Stage 1 effectively it is essential to carry out the following tasks.

- i) Consultation with local business community and Regional Planning Body on the scope of the Employment Land Review. In this instance, the scope is not considered to have changed from the King Sturge review in 2006, and it is therefore not considered expedient to carry out the same consultation exercise for the purposes of this review.
- ii) The comprehensive review of available information on employment land stock, supply and demand. The updating of information and the establishment of an effective system for continuous monitoring of such information.
- iii) Preliminary site appraisals to identify the 'best' employment sites, allocations and to identify those to be released.

2.7 The ODPM guidance note summarises the five key steps needed to ensure that the outcomes described above are achieved at Stage 1. These are:

Five key steps to achieving the objectives of Stage 1

- Step 1 – Devise brief for Stage 1
 - Step 2 – Collate data on land stock and revealed demand
 - Step 3 - Devise and apply site appraisal criteria
 - Step 4 – Undertake preliminary site assessment
 - Step 5 – Confirming the brief for Stage 2 and 3
-

Stage 2 – Creating a Picture Of Future Requirements

2.8 The main objective of the Stage 2 analysis is to quantify the amount of employment land required across the main business sectors within the study area during the plan period. This is achieved by assessing both demand and supply elements and assessing how they can be met in aggregate by the existing stock of business premises and by allocated sites.

Objectives of Stage 2

- To understand the future quantity of land required across the main business sectors;
 - To provide a breakdown of analysis in terms of quality and location;
 - To provide an indication of 'gaps' in supply.
 - To identify employment sites to be released
-

2.9 The outcomes of stage 2 will be a quantitative assessment of future employment land requirements for the plan period. Firstly, there is a need to undertake a quantitative assessment of the total future demand for employment land across the main sectors. The second element is to undertake a quantitative assessment of suitable employment land stock or supply remaining from stage 1. The two outcomes will need to be compared to identify gaps in provision and any areas of over or under-supply. The ODPM guidance note summarises the five key steps needed to ensure that the outcomes described above are achieved at Stage 2. These are:

Five key steps to achieving the objectives of Stage 2

- Step 1 – Understand market areas and segments;
- Step 2 – Select and apply suitable forecast / model demand analysis;

- Step 3 – Quantify employment land supply;
 - Step 4 – Translate employment forecasts to land requirements;
 - Step 5 – Scenario testing.
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Stage 3 – Identifying a ‘New’ Portfolio of sites

2.10 The objective of stage 3 is to undertake a review of the existing portfolio of employment sites, against defined site assessment criteria, in order to identify those sites, which should be retained and protected, and those, which should be released for other uses. Where there are identified gaps in provision, a site search will be required where potential new sites are subjected to rigorous assessment in order to create a ‘balanced’ portfolio.

Objectives of Stage 3

- To undertake a qualitative review of all significant sites (and premises) in the existing employment site portfolio;
 - To confirm which of them are unsuitable for / unlikely to continue in employment use;
 - To establish the extent of ‘gaps’ in the portfolio;
 - If necessary, identify additional sites to be allocated or safeguarded.
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2.11 The outcome of stage 3 should be a portfolio of sites that will meet local strategic planning objectives while serving the requirements of business and developers. The ODPM guidance note summarizes the five key steps needed to ensure that the outcomes described above are achieved at Stage 3. These are:

Four key steps to achieving the objectives of Stage 3

- Step 1 – Devise qualitative site appraisal criteria;
 - Step 2 – Confirm existing sites to be retained or released and define gaps in portfolio;
 - Step 3 – Identify additional sites to be brought forward;
 - Step 4 – Complete and present employment land review.
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2.12 Each element of the above will be described in more detail in the relevant sections of this report.

3.0 POLICY CONTEXT

3.1 This section provides an overview of the National, regional and local policy framework for the provision of employment land in Darlington Borough together with key strategies and research reports relevant to the Darlington ELR.

National Policy

- 3.2 Planning Policy Statement 1: Delivering Sustainable Development (2005)⁵ (PPS1) sets out the key principles to be applied to ensure that development plans and decisions on planning applications contribute to sustainable development. These include; an integrated approach, ensuring that regional and local development plans achieve outcomes in which environmental, social and economic objectives are achieved together over time; ensuring regional and local development plans address the causes and possible effects of climate change; the adoption of a spatial planning approach; the promotion of high quality and inclusive design, and; consideration of people's diverse needs with an aim to break down unnecessary barriers and exclusion in a manner that benefits the entire economy.
- 3.3 The supplement to PPS1, Planning and Climate Change (2007)⁶ addresses mitigation and adaption issues relating to climate change and sets out the governments key objectives in response to climate change, which include; securing resource and energy efficiencies in new development; reductions in emissions; delivery of patterns of growth that secure the best possible use of sustainable transport for moving freight, public transport, cycling and walking; reducing the need to travel, especially by car; securing new development that minimises vulnerability and provides resilience to climate change; conservation and enhancement of biodiversity, recognising that the distribution of habitats and species will be affected by climate change; reflecting the development needs and interests of communities, enabling them to contribute effectively to tackling climate change, and; responding to the concerns of business and encouraging competitiveness and technological innovation in mitigating and adapting to climate change.
- 3.4 Planning Policy Statement 3: Housing (2006)⁷ (PPS3) gives priority to the use of previously developed land, including vacant and derelict sites and buildings, including those allocated for industrial or commercial use, that may no longer be suitable for this use that are in a suitable location for housing development.
- 3.5 Planning Policy Guidance 4: Industrial, Commercial Development and Small Firms (1992)⁸ (PPG4) advises that planning should allow for choice, flexibility and competition. It advises that planning authorities should be realistic in their assessment of the needs of business, in allocating land for industry and commerce. In turn, the guidance states that planning authorities should aim to ensure that there is sufficient land available, which is readily capable of accommodating development and well served by infrastructure. They should also ensure that there is a variety of sites capable of supporting differing needs

⁵ ODPM (2005): PPS1: Delivering Sustainable Development; TSO, London

⁶ DCLG (2007): Planning Policy Statement: Planning and Climate Change: Supplement to Planning Policy Statement 1, TSO, London

⁷ DCLG (2006): PPS3: Housing; TSO, London

⁸ DOE (1992); PPG4: Industrial, commercial development and small firms, TSO, London

in order to facilitate competition between developers, which will in turn benefit end-users and stimulate economic activity.

- 3.6 Planning Policy Statement 6: Planning for Town Centres (2005)⁹ (PPS6) identifies offices as a key town centre use in the delivery of sustainable development by promoting the vitality and viability of centres, that meet the needs of the entire community. It goes on to provide guidance on assessing the need of new office development in informing the preparation of new Development Plan Documents.
- 3.7 Planning Policy Statement 7: Sustainable Development in Rural Areas (2004)¹⁰ (PPS7) sets out the Government's planning policies for rural areas. It indicates that planning authorities should be aware of the circumstances, priorities and needs of rural communities and businesses. Sites that are suitable for economic development should be identified where there is a need for employment creation / economic regeneration. It advocates the use of criteria based policies for permitting economic development in different locations.
- 3.8 Finally, Planning Policy Guidance 13: Transport (2001)¹¹ (PPG13) encourages major traffic generating development to locate within appropriate centres and seeks to ensure that employment opportunities are located in areas with a choice of means of transport, in order to reduce reliance on the private motor car.

Regional Policy

- 3.9 The North East of England Plan Regional Spatial Strategy to 2021 (2008)¹² (RSS) acknowledges the synergy between economic growth and increased prosperity and quality of life for the residents of the region. One of its key aims is to achieve increased economic growth and competitiveness, recognising the changing sectors of the economy over the years and the growing gap between the northeast and other regions. This is to be achieved alongside promoting wider benefits of social inclusion through targeting key sectors and promoting sustainable patterns of development.
- 3.10 Policy 1 (North East Renaissance) of the RSS sets out the vision to support a renaissance throughout the northeast by delivering sustainable and inclusive economic prosperity and growth; delivering sustainable communities; conserving, enhancing and capitalising upon the Region's diverse natural and built environment, heritage and culture; and, improving connectivity and accessibility within and beyond the region.
- 3.11 Policy 2 (Sustainable Development) goes on to set out how planning proposals and LDF's should support sustainable development and construction through the delivery of environmental, social and economic objectives. These economic objectives are; a) to ensure high and stable levels of employment so everyone can share and contribute to greater prosperity; to achieve high and sustainable levels of economic growth by focussing on the Region's strengths

⁹ ODPM (2005); PPS6: Planning for Town Centres; TSO, London

¹⁰ ODPM (2004); PPS7: Sustainable Development in Rural Areas; TSO, London

¹¹ ODPM (2001); PPG13: Transport; TSO, London

¹² Government Office for the North East (2008); The North East Of England Plan Regional Spatial Strategy to 2021; TSO, London

and alleviating weakness; and, to reduce adverse impacts of economic growth on global communities by supporting the use of local labour, materials and produce.

- 3.12 Policy 4 (The Sequential Approach to Development) indicates that LDF's should adopt a sequential approach to the identification of land for development to give priority to previously developed land and buildings in the most suitable locations. It goes on to state that all sites should be in locations that avoid areas at the highest risk from flooding, having particular regard to the vulnerability of the proposed development to flooding, with sites selected in the order of; a) suitable previously developed sites and buildings within urban areas¹³, particularly around public transport nodes; b) other suitable locations within urban areas not identified as land to be protected for nature or heritage conservation or recreational purposes; c) suitable sites in locations adjoining urban areas, particularly those that involve the use of previously developed land and buildings, and d) suitable sites in settlements outside urban areas, particularly those that involve the use of previously developed land and buildings. All sites should be in locations that are, or will be, well related to homes, jobs and services by all modes of transport, particularly public transport, walking and cycling.
- 3.13 Policy 5 (Phasing & Plan, monitor and manage) indicates that LDF's should plan for the managed release of land for development in the periods 2004-2011, 2011-2016; and 2016-21 based on, inter alia, prioritising previously developed land in accordance with the sequential approach; a recognition of the phasing requirements in relation to the effects of new development on the delivery of wider strategies and programmes within the city-regions and rural areas; and, an employment land supply that is prioritised in order of its phased release.

Tees Valley City Region

- 3.14 The northeast is made up of 2 city regions, one of these being the Tees Valley City Region, which looks primarily to the Tees Valley conurbation and main settlements for access to jobs and services. It includes the 6 local authority areas of; Darlington, Hartlepool, Middlesbrough, Redcar and Cleveland, Sedgfield and Stockton on Tees. The key strategic priorities for the Tees Valley City Region are; Regeneration, Economic Prosperity, Sustainable Communities, Connectivity, Strategic Gaps and Environment.
- 3.15 Policy 10 (Tees Valley City-Region) sets out how strategies, plans and programmes and planning proposals should support the polycentric development and redevelopment of the Tees Valley City-Region in terms of the 6 key strategic priorities highlighted above. These include regeneration priorities to the Stockton- Middlesbrough Initiative area, both banks of the Tees between Stockton, Middlesbrough and Redcar, Hartlepool Quays and Brownfield opportunities in Darlington, together with the Coastal Arc from Hartlepool Headland to East Cleveland. Also identified as regeneration towns are Newton Aycliffe, Spennymoor, Shildon, Bishop Auckland, Saltburn, Brotton, Skelton and Loftus.

¹³ Urban areas are defined as the conurbations, main settlements, regeneration towns and rural service centres as defined in the RSS, and secondary settlements identified in LDF's as providing a significant opportunity in terms of previously developed land and buildings.

- 3.16 In terms of specific employment land, priority is given to major new heavy industry, chemicals and port related development at Billingham, Seal Sands, South Tees, Teesport and Wilton. In turn, it goes on to require new strategies, plans and programmes and planning proposals to support the expansion of the renewable energy and recycling sector and their links to sustainable regeneration, together with the development of business and financial services and new city scale leisure, cultural and retail development in Stockton and Middlesbrough. Key employment locations are identified as Wynyard and Netpark and support is also given to the development of Darlington and Newton Aycliffe as employment locations, particularly to take advantage of their location close to the A1, A66 and East Coast Main Line. Support is given to the expansion of the universities of Teesside and Durham, and the research and development capabilities of the Wilton Centre and Netpark. Major new tourist developments are to be concentrated related to the coast in Hartlepool and Redcar.
- 3.17 Policy 10 also indicates that strategic gaps should be maintained between Darlington and surrounding towns and villages and Newton Aycliffe; and Darlington and Middleton St George. Local policies should support the establishment of strategic networks of green infrastructure, including green wedges, that links existing and proposed green space with green corridors running through urban, suburban and urban fringe areas to the countryside and coast.
- 3.18 Policy 11 (Rural Areas) indicates that strategies, plans and programmes and planning proposals should support the development of the rural economy whilst balancing this with the protection of the Region's Environmental assets from inappropriate development by; ensuring that settlement hierarchies are identified to establish the appropriate scale and nature of development in rural settlements; provision of a positive framework to capitalise on key opportunities the environment provides for the development of a range of employment uses, including the diversification of agriculture, tourism, culture and leisure and new sectors of the economy including renewable and environmental technologies; protection and improvement of rural service infrastructure and other physical development where critical; addressing affordable housing problems; combining landscape improvements, wildlife and heritage conservation and enhancement measures with the provision of leisure and educational opportunities, where this is appropriate; and, improving connectivity in and between rural areas.
- 3.19 Policy 12 (Sustainable Economic Development) identifies the most suitable locations for new economic development with priority given to the Conurbations and Main Settlements within the Tees Valley and Tyne and Wear City Regions, brownfield mixed-use locations and at Key Employment Locations, particularly for employment uses of regional and sub-regional significance. The Policy also states that economic activity should also be encouraged in Regeneration towns with particular emphasis on improving access to skills and training, education and employment opportunities, in the Rural Service Centres, and to a lesser extent in Secondary Settlements. This policy also indicates that plans should adopt a sequential approach to development with priority given to the reuse of previously developed land and buildings, particularly within centres and established commercial and industrial sites.
- 3.20 Policy 13 (Brownfield mixed-use Locations) goes onto identify sites for major mixed-use regeneration projects, including the North Shore, Stockton, Victoria

Harbour in Hartlepool, Greater Middlehaven in Middlesbrough and Central Darlington. The policy indicates that the employment element of proposals at these locations will be met from the General Employment Land Allocation in Policy 18 (below) and that LDFs and planning proposals should ensure that the development of each site; is subject to the preparation of a detailed masterplan prior to the commencement of development; adopts an appropriate phasing and monitoring framework to ensure alignment with changing local and wider city-region objectives so that housing development does not exceed the respective local authority's housing provision; mitigates any potential exacerbation of housing market failure in the respective local authority and surrounding districts; ensures that the respective adjacent town centres are not adversely affected by the proposed development of town centre uses associated with the mixed-use scheme; is served by high levels of public transport, walking and cycling, particularly through the development of workplace travel plans; secures any necessary improvements to the strategic and local road network required to accommodate traffic generated by the development, taking account of the likely use of public transport to the site; seeks to maximise the employment opportunities for residents of surrounding wards, particularly from the more deprived wards; ensure that the necessary utilities infrastructure is co-ordinated with the new development; and, protects and enhances environmental, historic and resource assets.

- 3.21 Policy 18 (Employment Land Portfolio) identifies General and Key Employment Land allocations for each of the local authorities in the Tees Valley. For Darlington, the allocation is made up of 235 hectares of General Employment Allocation and 125 hectares of Key Employment Locations as shown in **Table 1 (below)**. This amounts to 22% and 38% of the Tees Valley total respectively. The Key Employment Locations are identified in Policy 20 (Key Employment Locations) as 120 hectares of land at Faverdale to the north west of Darlington with potential for distribution and logistics and 5 hectares of land at Heighington Lane West (of which only part is within the Darlington Local Authority area) also with potential for distribution and logistics. The policy identifies these as key sites that strategies, plans and programmes should focus appropriate investment towards in order to enable accelerated growth in the regional economy.

Table 1: RSS General and Key Employment Land Allocations

Area	General Employment Land Allocations (hectares)	Key Employment Land Allocations (hectares)	Total (hectares)
Darlington	235	125	360
Tees Valley	1,045	330	1,375
North East	2,765	670	3,435

Source: The North East of England Plan: Regional Spatial Strategy to 2021 (July 2008)

- 3.22 Policy 18 (Employment Land Portfolio) indicates that in determining the local employment land portfolio to support the local economy of each area, local authorities should undertake employment land assessments based on a 25 year level of supply, taking into account; the need to protect employment land and premises from redevelopment to alternative uses; where they are an essential part of the long-term employment land and premises portfolio; the potential for reallocation or deallocation of existing employment allocations no longer required for employment purposes; a presumption in favour of

regenerating and upgrading existing employment land and premises in advance of allocating new sites on greenfield land; and, the need to ensure that employment land provision is of an appropriate scale and nature, particularly at employment sites outside the conurbations.

- 3.23 Policy 19 (Office Development Outside of City and Town Centres) gives preference to the centres as preferred locations for major office development (B1a), which is not ancillary to other uses. It goes on to indicate that proposals for this form of office development, other than those allocated in existing adopted development plans, will only be approved at Key Employment Locations, if it can be shown that; in order of priority they cannot be accommodated in a city or town centre, in an edge of centre location, or at other brownfield mixed-use locations in Policy 13 (Brownfield Mixed-use Locations); and, any such proposal will not put at risk the strategy set out in any Local Development Document LDD) for a city or town centre, or Master Plan for a major brownfield mixed-use development.
- 3.24 Policy 21 (Airports) requires strategies, plans and programmes and planning proposals to support the development of both North east airports (Newcastle and Durham Tees Valley Airport) by; supporting the sustainable expansion of facilities to accommodate and cater for the anticipated growth in passenger numbers to 10 million passengers per annum at Newcastle and 3 million passengers per annum at Durham Tees Valley Airport by 2016; maintaining and improving efficient surface access links by all modes, particularly by public transport and sustainable modes; allowing for the expansion of operational facilities and airport related development within currently allocated land. In turn, the policy requires LDF's to safeguard land currently allocated for airport-related uses but not yet developed. This includes 80 hectares of land at Durham Tees Valley Airport.

Local Policy

- 3.25 The saved policies of the Borough of Darlington Local Plan (1997) (Alterations 2001) provide the local policies for taking decisions on specific planning applications. Policy EP1 (Land Supply for Employment) provides for a continuous supply of land suitable for a wide range of employment providing activities to attract new employers and meet the employment needs of Darlington and the surrounding area, accessible by public transport, cycling and walking.
- 3.26 Policy EP2 (Existing Employment Areas) deals largely with established employment areas¹⁴ and permits Business (Use Class B1) uses within these areas. It also permits Industrial (Use Class B2) and Warehousing and Distribution (Use Class B8) where the use does not harm the amenity of the area or nearby residential areas. It indicates that development will not be permitted where access is via a residential street and it will have a material adverse impact on residential amenity.
- 3.27 Policy EP3 (New Employment Areas) identifies a number of new employment areas to ensure that wide ranges of sites are available for employment

¹⁴ Existing Established employment areas are: Valley Street; Cleveland Street / The Forge; Albert Hill / Dodsworth Street; Blakett Road / Red Barnes Way; Banks Road; Yarm Road Industrial Area; Faverdale Industrial Area; Whessoe Road; Aycliffe Industrial Estate; and, Borough Road

opportunities throughout the plan period. The sites identified are; McMullen Road (West) (6ha), McMullen Road (East) (6ha), Yarm Road Industrial Area (56ha), Faverdale Industrial Area (49ha) and Heighington Lane Business Park extension (14ha).

- 3.28 EP4 (Haughton Road) reserves land to the east of the town centre for Business (Use Class B1), leisure or recreational development, comprehensively, and in conjunction with other proposals in the plan. The site has been partially developed since the development plan was written and has extant outline planning permission for mixed-use development on the remainder of the site.
- 3.29 EP5 (Other Uses in Employment Areas) permits other uses in employment areas¹⁵ only to the extent that it accords with the policies relevant to that particular use, and forms part of comprehensive development proposals for development or redevelopment within employment uses classes. The policy goes on to state that exceptions may be made in the case of disused land, the subject of that policy which it is impractical to integrate into comprehensive development proposals.
- 3.30 Policy EP6 (Prestige Employment) identifies a number of areas of employment land, which will only be developed for prestige employment with development required to achieve a high standard of design and landscaping. In these cases only use Classes B1, B2 and exceptionally B8 will be considered. The areas identified are Yarm Road Industrial Area, Faverdale Industrial Area and Heighington Lane Business Park Extension.
- 3.31 Policy EP7 (Office / Business Park Development) permits office and business park development in the employment locations of McMullen Road (East), Yarm Road Industrial Area, Faverdale Industrial Area, Haughton Road and Heighington Lane Business Park extension. The types of development identified include offices, research and development and other similar activities in use Class B1, having similar environmental and locational requirements to those of prestige industry.
- 3.32 Policy EP8 (Reserve Employment Site) identifies land north of Faverdale close to the A1 (M) – A68 Junction as reserved for development by up to two large industrial users due to its strategic transport links.
- 3.33 Policy EP9 (Teesside Airport Employment Land – North) and EP10 (Teesside Airport Employment Land – South) permit restricted development of the airport to development requiring a location at or adjacent to an airport. Clarification of acceptable uses is provided for in the later RSS (Airport-related development).
- 3.34 Proposal EP11 (Central Area Development Sites) permits class B1 office development at four central area development sites at Crown Street, Beaumont Street, Beaumont Street West and Commercial Street. Policy EP12 (Office Development Limits) goes onto permit office development elsewhere within the central area office development limit, the Northgate fringe shopping area, Employment areas and district centres unless other uses are proposed or safeguarded.
- 3.35 Policy EP13 (Office Development Elsewhere) permits office development outside of these areas where it is well served, or has the clear potential to be

¹⁵ Other uses are those other than B1, B2 and B8 employment purposes

well served by public transport, and involves; extensions to existing offices which do not have a material adverse impact on their surroundings; or, proposals for offices ancillary to the main use of the premises; or, the change of use of an existing building where there is no material adverse impact on the appearance of the building on highway safety or the amenity of the surrounding area.

- 3.36 Policy EP14 (Existing Employment Development) acknowledges the substantial contribution that existing employment uses make to employment and economic activity. To this extent, the policy restricts redevelopment or change of use for other purposes of existing employment sites, outside the areas defined in Policy EP2 (Above). Possible exceptions are identified as; where the impact of the proposal on the supply of land and buildings for employment use will be acceptable; and, the proposal will result in material improvements to the amenities of the surrounding area; and, the proposal will satisfy locally arising demands for development in accordance with other plan policies not provided for by specific allocations. Policy E15 (Development Outside Employment Areas) permits development within use classes B1, B2 and B8 outside allocated employment land, provided that any materially adverse effect on the amenities enjoyed by neighbouring occupiers and on highway safety is avoided, and; such development is provided for in EP11, 12 and 13; or, it involves the alteration or small-scale extension of an authorised or established activity; or, it is so related to agriculture or to other rural activity that its location in the countryside or in a village is reasonably required; or, it involves the conversion or change of use of an existing building in the countryside, and the character of the surroundings is not impaired.
- 3.37 Finally, Policy EP16 (Hazardous Industry) and Policy EP17 (Waste Material Storage, Processing and Transfer) deal with hazardous industry and waste material storage, processing and transfer and allow these types of development subject to a number of criteria.

4.0 DARLINGTON CONTEXT

Sub Regional and Local Economy

- 4.1 In order to understand future employment needs of the Borough, it is helpful to consider the current demand, and future provision of employment land in the context of the socio-economic structure of the Borough.
- 4.2 The statistics in this document refer to the Unitary authority of Darlington, the Government Statistical Region North East and, where available, the Tees Valley.
- 4.3 Darlington is one of twelve local authorities that make up the Government statistical region of the northeast, as shown in **Figure 2 (below)**.

Figure 2: North East Region



Figure 3: Tees Valley Sub-Region



- 4.4 Within the northeast, Darlington is located in the Tees Valley sub-region, which also includes Hartlepool, Middlesbrough, Redcar and Cleveland and Stockton On Tees, as shown in **Figure 3 (above)**.

Population

- 4.5 Over the last 15 years the population of Darlington has remained comparatively static. In the 1991 census the total population stood at 98,900. By mid-2006 the Borough had an estimated resident population of 99,800 people in 44,000 households. This represents around 4% of the population of the North East. This is shown in **Table 2 (below)**.

Table 2: Population Growth

	1991	2001	Mid-2006
Darlington	98,900	97,800	99,800
North East	2,603,000	2,515,400	2,529,000
Great Britain	51,099,500	52,041,900	53,463,000

Source: Midyear Population Estimates 2006, ONS

- 4.6 The proportion of population above 16 years who are of working age is lower in Darlington than in the rest of the North East or the UK, as shown in **Table 3 (below)**. This is in part due to the fact that the share of Darlington's population in the age brackets covering 15-39 years of age are lower than the national average; and in part that the proportion of people above the age of retirement (65 years plus) in Darlington is above average vis-à-vis the North East and Great Britain.

Table 3: Proportion of population by age (%) 2008 (Derived from 2006 Based Population Projections – ONS)

Age	Great Britain	North East	Darlington
Under 5	6.0	5.6	6.4
5 to 15	12.7	12.4	13.0
16 to 24	12.0	12.7	10.8
25 to 44	27.8	25.8	26.2
45 to retirement	22.1	23.3	23.4
Retirement to 74	11.5	12.1	12.0
75 and over	7.8	8.0	8.2
Total	100	100	100

Source: 2006 Based Population Projections, ONS

- 4.7 Furthermore, whilst the proportion of 18-24 year olds in Darlington is relatively low, the share of those within this age bracket in full time education in Darlington is above average at 27.7% outperforming both the North East (24.1%) and Great Britain (27.2%), as shown in **Table 4 (below)**.

Table 4: Proportion of Darlington's population that are of working age and in full time education

	% Of all 16+ who are of working age	% Aged 18-24 in full time education
Darlington	76.1	27.7
North East	76.6	24.1
Great Britain	77.3	27.2

Source: Annual Population Survey: Sex and age, Apr 2005 – May 2006 NOMIS

- 4.8 The population of the Borough is projected to expand to 100,300 by 2011, before falling back to the 2006 level by 2021. Over the same period, the working age population (16 – retirement) is expected to fall by 5%. By contrast, the number of retired people will sharply increase by around 29% to around 25,000.

The Economy and Employment

- 4.9 The Darlington Economy supports approximately 45,300 employee jobs, according to the latest Annual Business Inquiry data. Table 5 (below) details the structure of employment in Darlington compared to the Tees Valley area, the North East Region and the United Kingdom as a whole.
- 4.10 The broad industrial sector to account for the greatest proportion of employment in Darlington is Public Administration, Education and Health Services, which employ some 29.9%. This is above the national average of 28.2%, lower than

that of the northeast region and Tees Valley with some 31.9% and 30.4% respectively.

4.11 The distribution, Hotels and Restaurant sector employs some 20.2% of employees in Darlington, above the national average (19.6%), regional average (19.0%) and local Tees Valley (19.7%).

4.12 Transport and Communications accounts for 8.6% of all employee jobs in Darlington, proportionally higher than the sectors share of employment in the UK (6.8%), the northeast (7.2%) and the Tees Valley (6.6%).

4.13 The share of jobs in manufacturing industries (at a total of 14.5% is above the national average of 13.5% but lower than that of the north east region (15.1%) and the Tees Valley (15.9%).

4.14 Conversely, proportionally fewer jobs in Darlington are in Banking, Finance and Insurance (12.5%) compared to the UK as a whole (15.5%) but higher than the northeast (10.6%) and the Tees Valley (11.1%).

4.15 Darlington has a relatively low proportion of jobs in Other Services (which covers the 2003 Standard Industrial Classification division 90-99 examples of which include recreational, cultural and sporting activities, hairdressing and beauty treatments, sewage, refuse disposal, etc. activities of membership organisations, such as trade unions, not elsewhere classified) compared to the UK, North East and the Tees Valley, as shown in **Table 5 (below)**.

Table 5: Employment by Broad Industrial Sector

Variable	National		Regional		Sub Region		Local	
	Number	%	Number	%	Number	%	Number	%
% All in employment who work in the following								
Agriculture and Fishing	369,000	1.3	10,200	0.9	1,600	0.6	600	1.4
Energy and Water	262,400	0.9	14,500	1.3	5,600	2.0	-	0.6
Manufacturing	3,793,800	13.5	165,800	15.1	44,200	15.9	6,600	14.5
Construction	2,187,900	7.8	86,900	7.9	21,700	7.8	3,100	6.9
Distribution, hotels and restaurants	5,493,600	19.6	208,500	19.0	55,000	19.7	9,200	20.2
Transport and Communications	1,913,400	6.8	78,900	7.2	18,500	6.6	3,900	8.6
Banking, finance and insurance	4,338,800	15.5	116,400	10.6	30,800	11.1	5,800	12.5
Public Administration, education and health	7,896,100	28.2	351,200	31.9	84,700	30.4	13,700	29.9
Other services	1,689,700	6.0	60,700	5.5	15,500	5.6	2,400	5.2
Total Services	21,331,500	76.1	815,700	74.2	204,400	73.4	35,000	76.4

Source: Annual Business Inquiry – Employment by Industry, Apr 2005 – May 2006.
NOMIS

4.16 **Table 6 (below)** shows how employment in Darlington has changed over five years between 1999-2004. Over this period the largest employment losses in Darlington were in the Transport and Communications sector (998 jobs or 32.1%) and Energy and Water sector (247 jobs or 70.2%). The decline in Transport and Communications is not reflected at either a regional or national level, which essentially experienced no change. The decline in employment in the Energy and Water sector reflects decreases in employment across Great Britain as a whole, albeit at a much faster rate. Conversely, however, the North East region actually experienced growth of 2.1% over the same period. Other sectors with losses were Agriculture and Fishing (-11.54%), broadly in line with

Great Britain as a whole; and Other Services (-8.3%), which were reflected at the regional level (north east -3.7%) but not at the national level, which saw an increase of 8.8%. The largest increase in employment was seen in Banking, Finance and Insurance sector (27.6%), reflecting growth across the north east of 35.5%, and proportionally higher than Great Britain (10.1%). Other sectors to experience above average growth included Public Administration, Education and Health (18.6%), Construction (13.8%) and Manufacturing (6.8%).

Table 6: Change in Employment By Broad Industrial Sector

Industry	Darlington	North East	Great Britain
Agriculture and Fishing	-11.54	-18.62	-11.3
Energy and Water	-70.17	2.05	-17.4
Manufacturing	6.78	-20.15	-21.1
Construction	13.83	-0.66	4.2
Distribution, hotels and Restaurants	6.94	0.69	7.5
Transport and Communications	-32.06	0.81	0.0
Banking, finance and insurance, etc.	27.58	35.45	10.1
Public administration, Education and Health	18.62	11.58	16.0
Other Services	-8.28	-3.74	8.8
Total	9.75	3.83	4.8

Source: Annual Business Inquiry (2005) ONS

Unemployment

4.17 In March 2006 there were just 1,917 people unemployed in Darlington according to the claimant count statistics, representing an unemployment rate of 3.2%. This is above the rate for the UK as a whole (2.7%), as shown in **Table 7 (below)**, but 0.1-percentage point below the North East regional rate.

Table 7: Claimant Count unemployed, March 2006

	Number	Rate %
United Kingdom	989,136	2.7
Great Britain	960,487	2.7
North East	52,389	3.3
Darlington	1,917	3.2

Source: NOMIS, March 2006

4.18 **Table 8 (below)** shows that at March 2006, 225 people in Darlington had been unemployed for over 12 months, the definition of long-term unemployed, representing 11.7% of all claimants. Across the northeast region the number of long-term unemployed represented 13.6% of all claimants, whilst the corresponding figure across Great Britain was 13.9%.

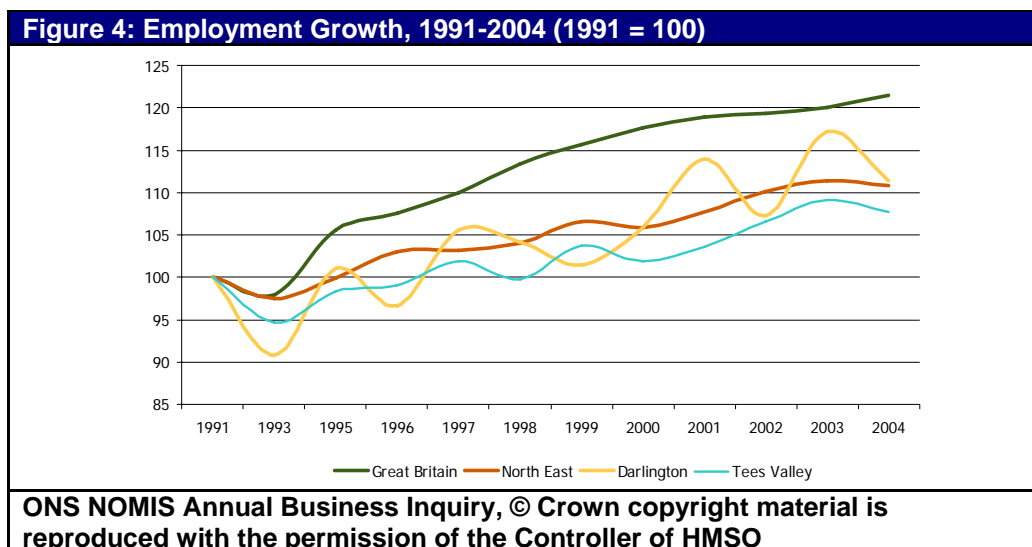
Table 8: Medium and long-term claimant, March 2006

Area	Darlington	North East	Great Britain
Claiming for over 12 months	225	7,100	133,815
Claiming for over 6 months	535	16,125	305,190

Source: NOMIS, March 2006

Gross Value Added

- 4.19 Gross Value Added (GVA) measures the output of Darlington's economy. This represents the value of goods and services produced by the Borough's industries less the cost of bought in goods and services. It can be thought of as the wealth created by its workers and is a general determinant of the wages and profits that accrue to its employees through their economic activity. GVA is the methodology recognized across the UK (and internationally) for calculating output by industry and / or geography. Values for output are calculated by proxy for those sectors where goods 'market' values do not exist (e.g. health, education and other public services).
- 4.20 Darlington's recent economic performance compares favourably with that of other areas of the North East. Gross Value Added (2003) of £1.4 billion represents a per capita figure of 97% of the UK average, the highest figure for any local authority area in the northeast.
- 4.21 Between 1991 and 2004 employment grew by some 11% as shown in **Figure 4 (below)**. This employment growth has exceeded the sub-regional and regional rates, and has grown at a faster rate than all other Tees Valley districts, except Middlesbrough. However, it falls considerably short of the growth rates seen in the UK as a whole.



- 4.22 More recently the Darlington economy has grown at a fast rate (even despite a fall between 2001 and 2002), with 4,200 net new jobs created (approx 5,600 new jobs and 1,400 jobs lost) between 1999 and 2004. At 10%, this represents a growth rate more than double the sub-regional and regional averages, and compares with a national growth rate of 5%. However, recent economic market changes need to be monitored and taken into account in subsequent reports.
- 4.23 This data for employment growth translates into an economy, which is benefitting from high rates of participation. In March 2005 around 79.5% of the population were economically active. Darlington also has a higher than average number of people of working age in employment in comparison to both regional and national averages. In March 2006 the unemployment rate (claimant count) stood at 3.2% (3,365 people). This is considerably below the Tees Valley rate of 4% and marginally below the North East rate of 3.3%. Long-term unemployment is also below the average for the Tees Valley, North East and

UK, and there has been a marked drop in the number from 32% in 1995 to around 115 in 2006.

Education and Skills

4.24 Darlington's schools and colleges have particularly strong and improving performance at GCSE and A-level. In 2005 the percentage of pupils attaining five or more GCSEs or equivalent, at Grades A-C stood at 56.7, the best performance of all the Local Education Authorities in the Tees Valley and above the national average of 56.3%. Advanced level (GCE and VCE) results are similarly strong with the average point score per student (80.1) slightly exceeding the national average, the only of the Tees Valley districts to do so. However, it is acknowledged that the rate of progression into higher education could be improved.

4.25 The resident population of Darlington has a comparatively strong skills profile in the North East. **Table 9 (below)** shows the highest qualifications for the working age population, which can be thought of as the Borough's labour force. Of the population at least 22.4% are educated to NVQ level 4 (degree or equivalent), while 15.7% have no qualifications. This represents a better profile than the sub-regional or regional populations although it lags behind the UK figures.

Table 9: Skill levels of working age population

	% With NVQ 4 or higher	% Without qualifications
Darlington	22.4	15.7
Hartlepool	15.3	21.5
Middlesbrough	16.3	20.8
Redcar and Cleveland	16.7	21.3
Stockton on Tees	20.5	15.6
Tees Valley	18.4	18.8
North East	20.7	18.0
Great Britain	25.2	15.1

Source: King Sturge Research

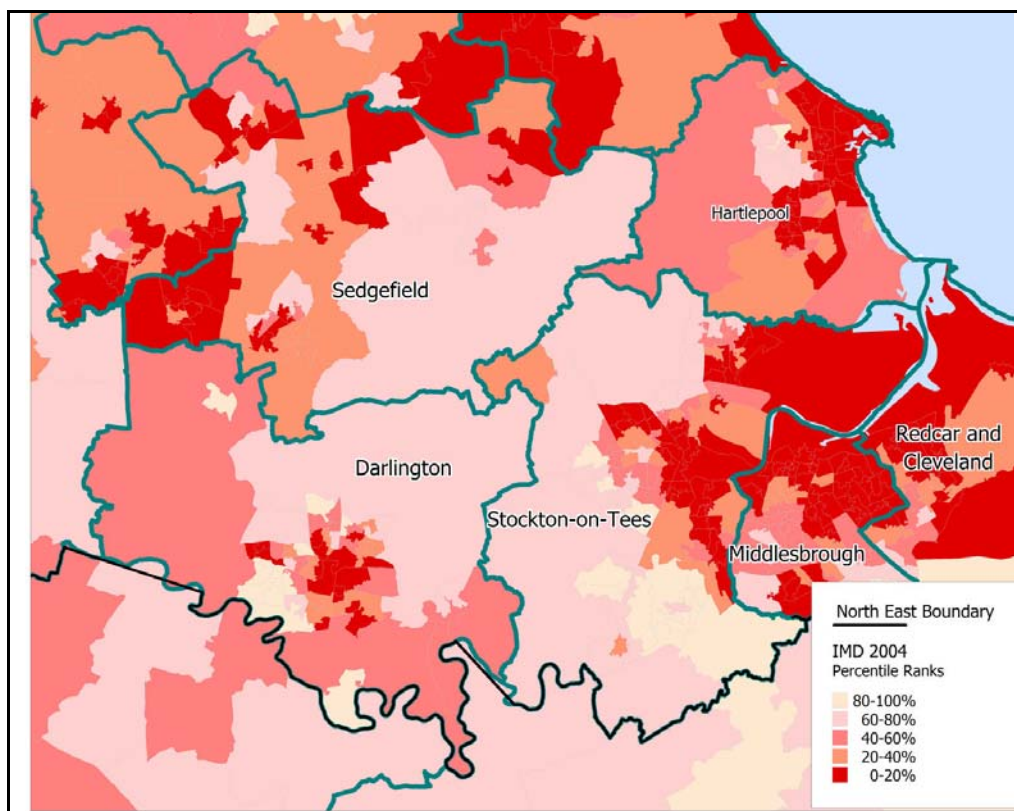
Incomes and Deprivation

4.26 At £365.40 per week the median gross weekly wage of people working in Darlington Borough (ASHE, 2005) lags behind the average for the Tees Valley (£388.70) and North East (£385.50) and significantly below the UK median (£432.10). Given the comparatively higher skills of the workforce this finding may need some explanation. It is likely to be attributable in part to large concentrations of employment in relatively low wage health and social work and partly due to the lack of a strong base of high value, high pay financial and professional business service sector of the kind that provides significant numbers of graduate level employment opportunities. However the average wages of people who live in Darlington (£386.00) are above the average for the sub-region and the northeast. This suggests that significant numbers of higher earners who live in the Borough travel to employment outside it. It further reinforces the argument that quality of life is important to the economic success of Darlington.

4.27 Darlington ranks as the 90th most deprived of England's 354 local authority districts according to the Index of Multiple Deprivation (2004). Some 14% of areas (Super Output Areas) in the Borough rank amongst the 10% most

deprived in England. The spatial pattern of deprivation in Darlington and neighbouring districts is illustrated in **Figure 5 (below)**.

Figure 5: Deprivation in and around Darlington 2004



Travel to Work

4.28 Around 69.7% of Darlington residents work in the local authority area. The most popular commuting destination for Darlington residents is adjacent Stockton-On-Tees, which provides jobs for some 5.8% of Darlington residents in employment. Located directly to the north, Sedgefield is the second most popular destination for Darlington commuters, employing 5.3% of Darlington residents. The figures for each of the employment destinations is shown in **Table 10 (below)**.

Table 10: Out-commuting: Place of work

Darlington residents in Employment working in:	Number	% of residents in Employment
Darlington	29,964	69.7
Stockton-on-Tees	2,512	5.8
Sedgefield	2,280	5.3
Middlesbrough	1,156	2.7
Hambleton	880	2.0
Richmondshire	755	1.8
Durham	744	1.7
Teesdale	566	1.3
Wear Valley	499	1.2
Redcar & Cleveland	432	1.0

Other	3,212	7.5
Total	43,000	100.0

Source: *Origin of Destination, ONS, 2005*

4.29 Swapping positions in the top ten, Sedgefield is the main source of commuters coming into Darlington from elsewhere, accounting for some 8.4% of persons in employment in the local authority, whilst residents from Stockton-on-Tees accounts for 5.5% of employees in Darlington, as show in **Table 11 (below)**.

Table 11: In-commuting: Residence

Persons in Employment in Darlington by place of residence	Number	% of residents in employment
Darlington	29,964	65.9
Sedgefield	3,841	8.4
Stockton-on-Tees	2,482	5.5
Richmondshire	1,569	3.5
Wear Valley	1,359	3.0
Teesdale	1,089	2.4
Middlesbrough	799	1.8
Hambleton	657	1.4
Redcar & Cleveland	555	1.2
Durham	536	1.2
Other	2,611	5.7
Total	45,462	100.0

Source: *Origin of Destination, ONS*

Enterprise rates

4.30 The proportion of businesses registering in Darlington was below that of both the regional (9.4%) and national (10.1%) rates.

4.31 Darlington has a comparatively low rate of start-up enterprise. In 2004 new VAT registrations amounted to around 8.85 of total VAT registered business stock of 2,170. At 1.9 registrations per 1,000 residents, this figure puts Darlington at the head of the five Tees Valley Authorities and the North East, but well behind the UK figure of three per 1,000. Between 1998 and 2004, Darlington saw a contraction in the annual number of VAT registrations from 240 to 190, though the figures have fluctuated from year to year. The stock of VAT registered businesses has shown a small increase by 100 from 2,070 in 1998 to 2,170 in 2005. Survival rates compare unfavourably with the rest of the Tees Valley at two per 1,000 residents in 2005. Further, the rate of VAT de-registrations each year is higher than those of the other Tees Valley districts and the North East, as show in **Table 12 (below)**.

Table 12: Business registrations and de-registrations for VAT purposes

	Darlington (numbers)	Darlington (%)	North East (%)	GB (%)
Registrations	190	8.8	9.4	10.1
De-registrations	195	9.0	8.9	9.9
Stock (at year end)	2,170	-	-	-

Source: *VAT Registrations / deregistration by industry (2004)*

Connectivity

- 4.32 Connectivity is a key asset for the area and a critical factor in its recent strong economic performance.
- 4.33 The strategically important A1 (m) passes to the west of Darlington and allows for the rapid north-south movement of people and goods. The A66 trunk road is the key route from the A1 (M) to the Tees Valley and facilitates substantial east-west flows.
- 4.34 Darlington railway station is located on the East Coast Main Line and offers frequent rail services connecting south to London (2 hours 40 minutes) and north to Edinburgh (2 hours) and Glasgow.
- 4.35 Durham Tees Valley Airport serves 30 destinations (scheduled plus charter). Projected throughput of 3 million passengers by 2015 will markedly boost its role as a gateway into the Tees Valley and the wider area, and will significantly increase its contribution to the economy of the area. It employs around 700 people, the majority of whom are residents of Darlington.

5.0 STAGE 1 – TAKING STOCK OF THE EXISTING SITUATION

5.1 Stage 1 of the ELR involves a simple assessment of the ‘fitness for purpose’ of the existing employment land portfolio, principally in order to identify the ‘best’ employment sites to be retained and protected and identifying sites that should clearly be released for other uses.

5.2 **Figure 6** and **Figure 7** (below) show the sites assessed in Stage 1 of the review, which is made up of land allocated for employment purposes in the Borough of Darlington Local Plan (1997) and also extensions to employment land that have been brought about through the granting of planning permission¹⁶ together with sites in existing employment use or with a predominantly industrial or commercial character, with the potential for employment use in the future. **Table 12 (below)** summarises the sites.

Table 12: Stage 1 Sites

No	Site name	Gross site area (ha)	GF undeveloped (ha)	PDL undeveloped (ha)	Total undeveloped (ha)	Regional planning policy	Local Planning Policy	Existing Local Plan Allocation
1	Faverdale Reserve	120	120	0	120	RSS20	EP8	General Employment use
2	Faverdale East Business Park	66.08	36.36	8.35	44.71	—	EP3.5	General Employment Use
3	Faverdale Industrial Area	56.78	5	0	5	—	EP2.7	General Employment Use
4	Drinkfield	15.27	4.34	0.82	5.16	—	EP2.8	General Employment Use
5	Whessoe Road	11.8	0	0	0	—	EP2.8	General Employment Use
6	Longfield Road	1.39	0	0	0	—		No restriction
7	Meynell Road	4.88	0	0	0	—		No restriction
8	Central Cross Town Route	13.5	0	13.5	0	—	T6.1	Transport Route Safeguard
9	Stooperdale Offices	1.27	0	0	0	—		No restriction
10	Mowden Hall	1.11	0	0	0	—		No restriction
11	Broken Scar Waterworks	4.38	0	0	0	—		No restriction
12	Woodburn Nursery	1.75	0	0	0	—		No restriction
13	Darlington Arts Centre	2.74	0	0	0	—		No restriction
14	North West Town Centre Fringe	11.95	0	0	0	—		No Restriction
15	Valley Street	21.77	0	1.87	1.87	RSS13	EP2.1	General Employment Use
16	Cleveland Street	18.88	0	0.96	0.96	—	EP2.2	General Employment Use
17	Albert Hill	16.02	1.27	0	1.27	—	EP2.3	General Employment Use
18	South East Town	7.23	0	0	2.94	RSS13		No Restriction

¹⁶ These principally relate to Durham Tees Valley Airport extension and Houghton Road (Central Park) site

	Centre Fringe (Includes Beaumont Street and Feethams)							
19	Feethams Football Ground	2.02	0	2.02	2.02	—		No Restriction
20	Cattle Market	2.2	0	0	0	—		No Restriction
22	East Town Centre Fringe (Includes Borough Road)	14.15 (4.7)	0	0	0	RSS13	EP2.10	No Restriction (General Employment Use)
24	Central Park	27.97	0	10	10	RSS13	EP4	General Employment Use
25	Barton Street	0.3	0	0	0	—		No Restriction
26	Blackett Road	2.86	0	1.35	1.35	—	EP2.4	General Employment Use
27	Red Barnes Way	11.83	0	0	0	—	EP2.4	General Employment Use
28	McMullen Road West	8.42	0	8.42	0	—	EP3.1	General Employment Use
29	Banks Road	11	0	0	0	—	EP2.5	General Employment Use
30	Red Hall Stables	0.53	0.53	0	0.53	—		No Restriction
31	McMullen Road Open Space	3.09	3.09	0	3.09	—		No Restriction
32	McMullen Road East	6.73	6.73	0	6.73	—	EP3.2	General Employment Use
33	Lingfield Point	45.56	14.94	0	14.94	—	EP2.6	General Employment Use
34	Yarm Road Industrial Area	73.13	1.45	8.33	9.78	—	EP2.6	General Employment Use
35	Yarm Road South Extension	40.8	40.8	0	40.8	—	EP2.6	General Employment Use
36	A66 Wedge	29.09	29.09	0	29.09	—		No Restriction
37	Yarm Road South	36.22	0	0	0	—	EP2.6	General Employment Use
38	Morton Park	12.8	0.71	0	0.71	—	EP2.6	General Employment Use
39	Yarm Road North Extension	42.29	42.29	0	42.29	—	EP2.6	General Employment Use
41	Skipbridge	10.78	0	0	0	—		No Restriction
42	Airport North	66.07	5.26	0	5.26	RSS21	EP9	Airport Employment Use
43	Airport South	39.3	0	0	0	RSS21	EP10	Airport Employment Use
44	Airport Extension	19.34	19.34	0	19.34	—		No Restriction
45	Heighington Lane North	5.67	5.67	0	5.67	RSS20	EP3.6	General Employment Use
46	Heighington Lane South	8.02	8.02	0	8.02	—	EP3.6	General Employment Use
47	Aycliffe Industrial Estate	15.33	0	0	0	—	EP2.9	General Employment Use

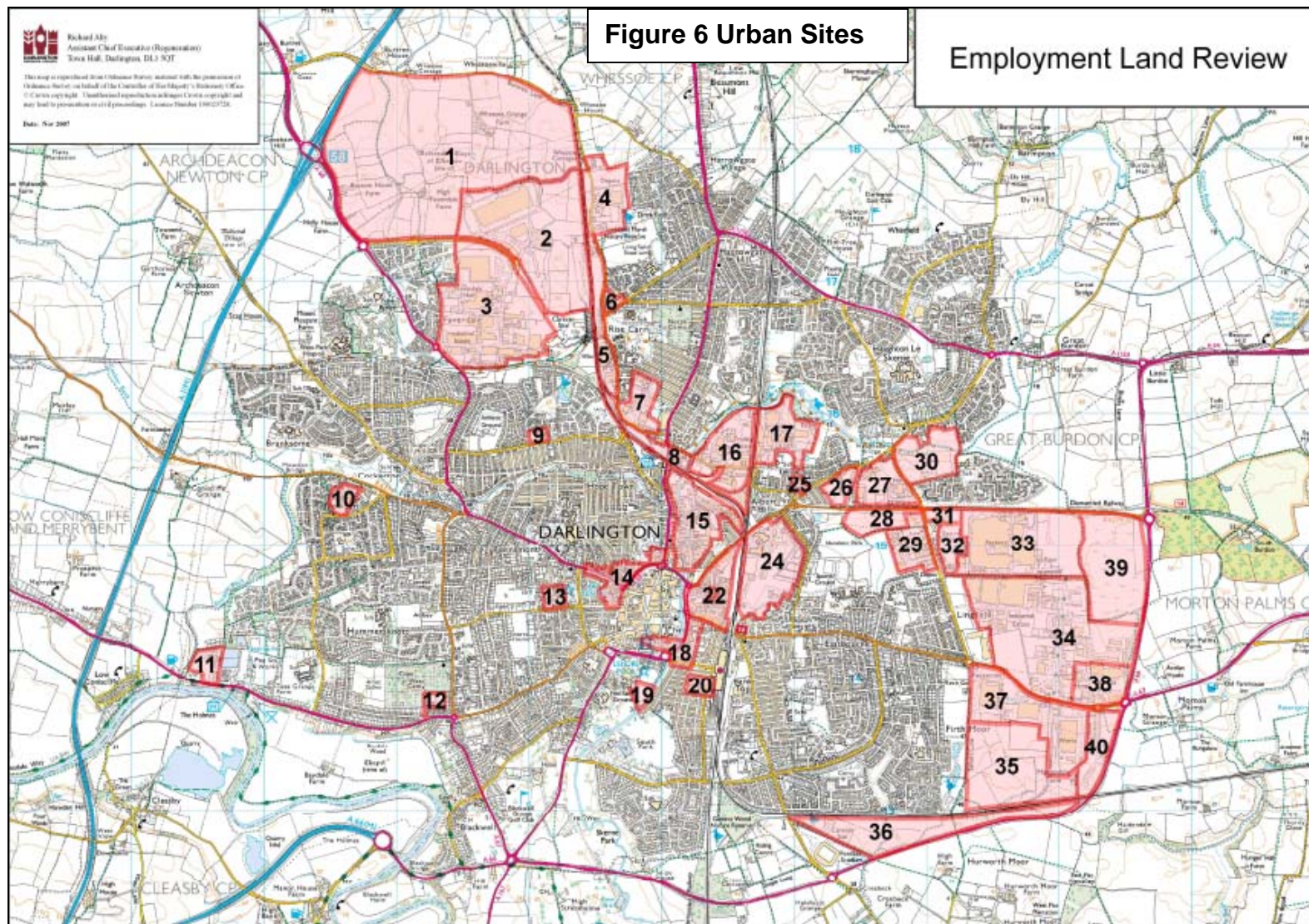
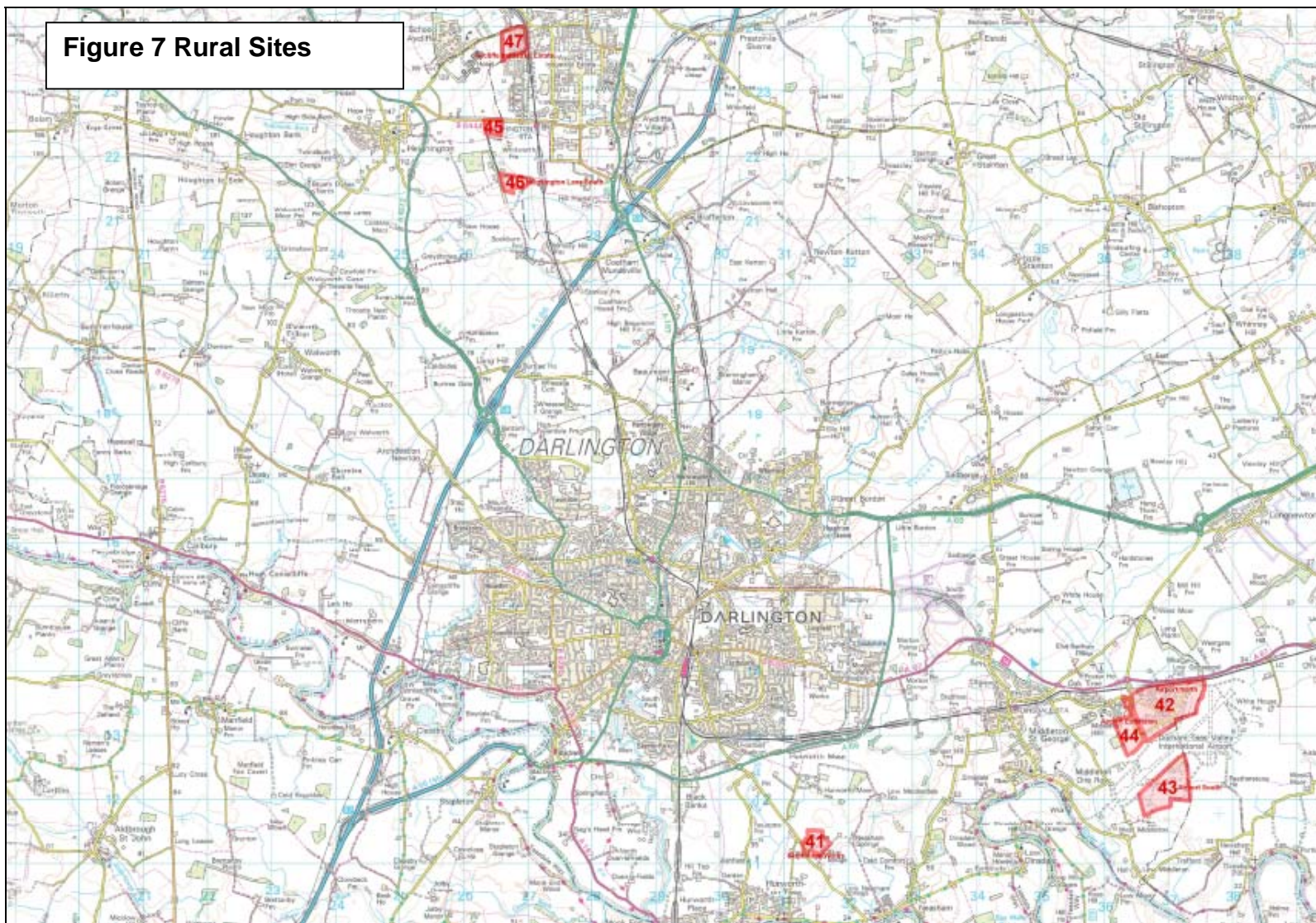


Figure 7 Rural Sites



5.3 This section starts with an overview of the general property market in Darlington including the results of some consultation with local businesses. The study then goes on to provide an overall assessment of currently available sites within these locations, to ascertain their suitability for retention in employment use.

Property Market Overview – Consultation with local businesses

5.4 In 2006 a questionnaire was sent to local businesses, active in the Darlington area, to find out their opinions on the locations of employment land as part of the considerations of the employment land review. The purpose of this was to reach an understanding of the priorities and the needs for local businesses, to assist in both site assessment criteria, and also in developing an employment portfolio to provide for the next 12 years. The key findings of the questionnaire are summarised below:

- All of the respondents considered proximity to roads, public transport and research and development and affordability of premises as very important to their business if they were to consider relocating;
- There was an even split between the number of businesses who wanted to locate in town and edge of town. The businesses that wished to locate in town considered the increase in footfall and town centre facilities to be important to their business. The businesses which wanted to locate on the edge of town cited the following factors as important; access to the road network to visiting clients; the ease of getting to and from work, car parking and the proximity of services;
- Companies who wanted to be located in town wanted accommodation, which was modern and flexible. Those that wanted to locate on the edge of town required premises that were in a high quality business park environment which allows progressive expansion;
- The results from the questionnaire also show that businesses regard the proximity of suppliers to be the least important factor in a firm's location;
- Companies were asked which of the locations would be the most attractive and least attractive from an occupier point of view. The most attractive locations are Morton Palms, Lingfield Point and Central Park. The least attractive location was Commercial Street, however this was the most popular with retailers.

5.5 Also in 2006, various stakeholders were invited to a business forum. The following comments arose from this with regard to the Darlington area;

- Darlington has an aging population therefore there is a need to retain and attract younger people in order to attract businesses to the town;
- The strong independent sector within the town needs increased support as this attracts people into the town;
- In terms of transport the town is very congested and there is need for investment in the infrastructure of the town;
- The links with the rest of the Northeast, particularly Stockton and Middlesbrough, need to be increased;
- Darlington has many advantages including a flexible workforce, indigenous business base and a higher skilled workforce;

- From a retailing point, office workers need to be retained in the centre at lunchtimes therefore better quality office space within the town centre needs to be encouraged;
- Small business growth needs to have better incentives.

5.6 A summary of the findings from the business forum together with a summary of the questionnaires is included as **Appendix 1 and Appendix 2** respectively.

Preliminary site assessments

5.7 Each of the sites were appraised against a number of sustainability and marketability criteria as advised in the guidance. The sites were assessed in order to establish to what extent they meet sustainability objectives, market and policy requirements. The full site assessments are contained within **Appendix 1**.

5.8 The Sustainability criteria were developed through looking at the most important factors affecting the location of existing and potential employment sites in the Borough. Taking into account national policy, the Regional Spatial Strategy and the Employment Land Review guidance note the following five criteria points **(shown in Table 13 below)** were established to assess the suitability of the employment sites.

Table 13: Sustainability Criteria

1	Land Type	Score
	PDL Central	+10
	PDL Urban	+5
	GF Urban	0
	GF Urban Edge	-5
2	Neighbourhood Regeneration	Score
	PDL Derelict	+10
	PDL Existing Viable Buildings	+5
	GF Vacant	0
	GF Agriculture or Recreation	-5
3	Property Regeneration	Score
	Underused or demolished or derelict buildings	+10
	Existing Fit for Purpose	+5
	Vacant Site	0
4	Road	Score
	Doorstep to Public Transport	+10
	Access to main road network	+5
	Access to Local Road Network	0
	No current access	-5
5	Rail	Score
	Existing nearby freight or Passenger Rail Access	+10
	Potential Rail access	+5
	No Access	0
Overall Sustainability Assessment		50

5.9 The assessments resulted in an overall sustainability score out of 50. The weighting of the score criteria was developed to ensure that sites that were close to sustainable travel nodes, on previously developed land and that offered regeneration opportunities, scored highly. Conversely, sites that were on the periphery of the urban area and on greenfield land, scored poorly in sustainability terms.

5.10 The marketability assessments were developed through looking at the most important factors affecting the commercial outlook of the site when looking at the market desirability of the sites within the Borough. Following guidance established in the Employment Land Review Guidance Note and through consultation with the Economic Regeneration team, five criteria points were established to assess the marketability of the employment sites. These are shown in **Table 14 (below)**.

Table 14: Marketability Criteria

6	Accessibility	Score
	Nearby existing rail access	+10
	Doorstep public transport	+5
	Access to main and local road network	0
	No current access	-5
7	Economic Image	Score
	Established area of prestige businesses	+10
	Potential for prestige businesses	+5
	Functional local image	0
	Unsuitable for inward investment in current state	-5
8	Buildings	Score
	Flexibility for future varying uses	+10
	Existing buildings fit for current use only	+5
	Vacant site	0
	Underused or derelict buildings investment needed	-5
9	Future needs	Score
	Appropriate expansion land available	+10
	Capacity to modify / extend existing buildings	+5
	No room for expansion	0
10	Neighbours	Score
	Area of prestige businesses	+10
	Existing cluster / supply chain of similar businesses	+5
	Acceptable neighbours	0
	Neighbours with potential detrimental effect	-5

5.11 The assessments resulted in an overall marketability score out of 50. The weighting of the scoring criteria was developed to ensure that sites that were close to sustainable travel nodes, offered high quality business premises with expansion land and had good existing business links scored highly. Conversely, sites that had poor access, were run-down, offered poor expansion capacity and had negative adjoining uses, scored poorly in marketability terms.

- 5.12 **Table 15 (below)** provides a summary of the sites assessed against the sustainability and marketability criteria detailed above. The purpose of this exercise was to provide an overview of the competence of each site as an employment site, to be critically analysed in Stage 3 of the review.
- 5.13 When considering the future uses of employment sites in the Borough, it is fair to assume that those sites scoring highly in the sustainability criteria but poorly in the marketability assessment would be better served in uses other than exclusive to employment uses. This will be considered further in stage 3 of the review.

Table 15: Summary of Stage 1 Site Assessments

O N	Site Name	Gross Site Area (ha)	GF Available (ha)	PDL Available (ha)	Total Available (ha)																
						Land Type	Neighbourhood Regeneration	Property Regeneration	Road Access	Rail Access	Overall Sustainability Scoring	Accessibility	Economic Image	Building Quality	Future Needs	Neighbours	Overall Marketability Scoring	Overall Assessment	Regional Planning Policy	Local Planning Policy	Existing Local Plan Allocation
1	Faverdale Reserve	120	120	0	120	-5	-5	0	0	5	-5	0	5	0	10	10	25	20	RSS20	EP8	General Employment
2	Faverdale East Business Park	66.08	36.36	8.35	44.71	-5	-5	0	10	5	5	5	10	10	10	10	45	50		EP3.5	General Employment
3	Faverdale Industrial Area	56.78	5	0	5	5	0	5	10	5	25	5	0	10	5	5	25	50		EP2.7	General Employment
4	Drinkfield	15.27	4.34	0.82	5.16	5	5	5	0	5	20	0	0	5	0	0	5	25		EP2.8	General Employment
5	Whessoe Road	11.8	0	0	0	5	10	10	10	5	40	5	-5	-5	0	-5	-10	30		EP2.8	General Employment
6	Longfield Road	1.39	0	0	0	5	5	5	10	0	25	5	-5	5	0	0	5	30			No restriction
7	Meynell Road	4.88	0	0	0	5	5	5	10	0	25	5	0	5	0	5	15	40			No restriction
8	Central Cross Town Route	13.5	0	13.5	13.5	5	0	0	10	10	25	10	-5	0	0	-5	0	20		T6.1	Transport Route Safeguard
9	Stooperdale Offices	1.27	0	0	0	5	5	5	10	0	25	5	-5	5	5	0	10	35			No restriction
10	Mowden Hall	1.11	0	0	0	5	5	5	10	0	25	5	-5	5	5	0	10	35			No restriction
11	Broken Scar Waterworks	4.38	0	0	0	5	5	5	10	0	25	5	-5	5	5	-5	5	30			No restriction
12	Woodburn Nursery	1.75	0	0	0	5	5	5	10	0	25	5	-5	5	0	0	5	30			No restriction
13	Darlington Arts Centre	2.74	0	0	0	5	5	5	10	0	25	5	-5	5	0	0	5	30			No restriction
14	North West Town Centre Fringe	11.95	0	0	0	10	5	5	10	0	30	5	0	5	0	0	10	40			No restriction
15	Valley Street	21.77	0	1.87	1.87	10	5	5	10	5	35	5	0	5	5	5	20	55	RSS13	EP2.1	General Employment
16	Cleveland Street	18.88	0	0.96	0.96	5	5	5	10	5	30	5	0	10	5	5	25	55		EP2.2	General Employment
17	Albert Hill	16.02	1.27	0	1.27	5	5	5	10	5	30	5	0	5	5	5	20	50		EP2.3	General Employment
18	South East Town Centre Fringe (Including Beaumont Street and Feethams)	7.23	0	0	2.94	10	5	10	10	0	35	10	10	-5	10	10	35	70	RSS13		No restriction
19	Feethams Football Ground	2.02	0	2.02	2.02	5	5	0	0	0	10	0	-5	-5	0	0	-10	0			No restriction
20	Cattle Market	2.2	0	0	0	5	5	5	10	10	35	5	5	5	0	0	15	50			No restriction
22	East Town Centre Fringe (Includes Borough Road)	14.15 (4.7)	0	0	0	10	5	5	10	10	40	10	5	5	0	5	25	65	RSS13	(EP2.1)	No restriction (General Employment Use)

Darlington Employment Land Review

December 2009

No	Site Name	Gross Site Area (ha)	GF Available (ha)	PDL Available (ha)	Total Available (ha)		Land Type	Neighbourhood Regeneration	Property Regeneration	Road Access	Rail Access	Overall Sustainability Scoring		Accessibility	Economic Image	Building Quality	Future Needs	Neighbours	Overall Marketability Scoring		Overall Assessment	Regional Planning Policy	Local Planning Policy	Existing Local Plan Allocation	
																								Employment Use	No restriction
24	Central Park	27.97	0	10	10		5	10	10	10	5	40		10	5	0	10	0	25	65	RSS13	EP4	General Employment		
25	Barton Street	0.3	0	0	0		5	5	5	10	0	25		5	0	5	5	0	15	40			No restriction		
26	Blackett Road	2.86	0	1.35	1.35		5	5	5	10	0	25		5	0	5	0	0	10	35			EP2.4	General Employment	
27	Red Barnes Way	11.83	0	0	0		5	5	10	10	0	30		5	5	5	10	5	30	60			EP2.4	General Employment	
28	McMullen Road West	8.42	0	8.42	8.42		5	10	0	10	0	25		5	5	0	10	5	25	50			EP3.1	General Employment	
29	Banks Road	11	0	0	0		5	5	5	10	0	25		5	0	5	0	5	15	40			EP2.5	General Employment	
30	Red Hall Stables	0.53	0.53	0	0.53		0	0	10	-5	0	5		-5	-5	0	0	0	-10	-5			No restriction		
31	McMullen Road Open Space	3.09	3.09	0	3.09		0	-5	0	10	0	5		5	5	0	0	5	15	20			No restriction		
32	McMullen Road East	6.73	6.73	0	6.73		0	-5	0	10	0	5		5	5	0	10	5	25	30			EP3.2	General Employment	
33	Lingfield Point	45.56	14.94	0	14.94		5	10	10	10	0	35		5	5	-5	10	5	20	55			EP2.6	General Employment	
34	Yarm Road Industrial Area	73.13	1.45	8.33	9.78		5	5	5	10	0	25		5	5	10	5	5	30	55			EP2.6	General Employment	
35	Yarm Road South Extension	40.8	40.8	0	40.8		-5	-5	0	0	5	-5		0	5	0	10	5	20	15			EP2.6	General Employment	
36	A66 Wedge	29.09	29.09	0	29.09		-5	-5	0	-5	5	-10		-5	-5	0	0	0	-10	-20			No restriction		
37	Yarm Road South	36.22	0	0	0		5	5	5	10	10	35		5	10	10	5	10	40	75			EP2.6	General Employment	
38	Morton Park	12.8	0.71	0	0.71		5	5	5	10	0	25		5	10	5	5	10	35	60			EP2.6	General Employment	
39	Yarm Road North Extension	42.29	42.29	0	42.29		-5	-5	0	5	0	-5		5	5	0	10	5	25	20			EP2.6	General Employment	
40	Morton Palms	12.6	10.83	0	10.83		0	0	0	10	0	10		5	10	0	10	10	35	45			EP3.3, 6.1, 7.2	General Employment Use	
41	Skipbridge	10.78	0	0	0		-5	5	0	0	0	0		0	-5	0	10	0	5	5			No restriction		
42	Airport North	66.07	5.26	0	5.26		5	5	5	10	10	35		10	5	5	5	5	30	65	RSS21	EP9	Airport Employment use		
43	Airport South	39.3	0	0	0		-5	0	0	-5	0	-10		-5	-5	0	10	0	0	-10	RSS21	EP10	Airport Employment Use		
44	Airport Extension	19.34	19.34	0	19.34		-5	-5	0	0	0	-10		0	5	0	10	5	20	10			No restriction		
45	Heighington Lane North	5.67	5.67	0	5.67		-5	-5	0	0	0	-10		0	0	0	10	0	10	0	RSS20	EP3.6	General Employment		
46	Heighington Lane South	8.02	8.02	0	8.02		-5	-5	0	-5	0	-15		-5	-5	0	10	0	0	-15			EP3.6	General Employment	
47	Aycliffe Industrial Estate	15.33	0	0	0		5	5	5	0	0	15		0	0	5	5	5	15	30			EP2.9	General Employment	

5.14 The general conclusions on the site assessments carried out as part of Stage 1 of the Employment Land Review showed that the most sustainable sites for employment or a mix of employment and other uses were;

- Whessoe Road;
- South East Town Centre Fringe;
- East Town Centre Fringe;
- Central Park; and
- Valley Street.

Sustainability Strengths

5.15 The current allocated sites are well distributed across the main urban area, with many important sites that contain crucial business located in highly sustainable areas close to sustainable travel options (public transport, rail, cycling) and near established residential areas.

5.16 Suburban sites such as Whessoe Road present a highly sustainable location with excellent development potential based on its location. Similarly, and predictably, the most sustainable sites are to be found around multiple transport nodes and specifically the town centre and town centre fringe. The sites (Central Park excluded) invariably do not have much land available for development and development normally takes place as redevelopment, conversions or extension to existing premises. It is these highly sustainable sites that offer the best development opportunities but also face the greatest challenges when bringing development forward.

5.17 The least sustainable sites for employment or mixed uses were;

- Heighington Lane South;
- A66 Wedge;
- Airport South;
- Airport Extensions; and
- Heighington Lane North.

Sustainability Weaknesses

5.18 The vast majority of currently available employment land is to be found on the periphery of the urban area and usually consists of greenfield land, often agricultural. Available sites like the newer EP3 areas to the north and south of Yarm Road are relatively unsustainable locations for new employment as they are on greenfield land, at the edge of the urban area and not easily accessible by all means of transport, including walking.

5.19 Where development should be directed towards previously developed land in more sustainable locations, as nearly all of this is already developed, new development will almost inevitably take place on the edge of the urban area in places like Faverdale and Yarm Road.

5.20 From the Stage 1 assessments, the most marketable sites for employment or mixed uses were found to be;

- Faverdale East Business Park;

- Yarm Road South;
- South East Town Centre Fringe;
- Morton Park;
- Morton Palms.

Marketability Strengths

5.21 The vast majority of the sites are well occupied with viable businesses, offering a diverse range and quality of land types and business premises. Often businesses congregate in clusters, providing established valuable links in which the businesses thrive. Well-defined areas exist for offices, manufacturing and distribution businesses creating suitable business environments.

5.22 Darlington in particular offers high quality locations for prestige businesses in locations like Faverdale East and Morton Palms that are highly marketable to a range of occupiers. Often these sites offer excellent transport links, cluster opportunities and ample expansion land.

5.23 The least marketable sites for employment or mixed uses were found to be;

- Whessoe Road;
- Red Hall Stables;
- Feethams Football Ground;
- A66 Wedge; and
- Borough Road.

Marketability Weaknesses

5.24 Some of the existing allocated employment sites are essentially suffering from market collapse and in need of intervention in order to ensure they have a future as an economic area. Sites such as Whessoe Road and Borough Road are in a highly sustainable location, however are not highly marketable due to their patchy, derelict condition, often with buildings that are not suitable for modern employment purposes.

5.25 Other suburban larger sites are open to suffering market collapse when a larger or main manufacturing business vacates, leaving behind unusable buildings and potentially contaminated land. Sites like Lingfield Point are not currently marketable for solely employment use; therefore in order to promote development, other uses need to be considered to ensure the site has a future as an economic area.

5.26 When applying both the sustainability and marketability criteria, the overall sites assessment score was established. The top sites for employment and mixed use were found to be;

- Yarm Road South;
- South East Town Centre Fringe;
- Airport North; and
- Central Park.

5.27 The least favourable were found to be;

- A66 Wedge;
- Heighington Lane South;
- Airport South;

- Red Hall Stables; and
- Feethams Football Ground.

5.28 The overall findings of the Stage 1 site assessments will be set out and discussed in greater detail in Stage 3 of the Employment Land Review, when the new portfolio of sites is recommended.

6.0 STAGE 2 CREATING A PICTURE OF FUTURE REQUIREMENTS

- 6.1 This section of the report considers the economic structure of Darlington, including population, employment change, and qualifications of the labour force, earnings, unemployment and travel to work. The main objectives of this part of the study are to quantify the amount of employment land required across the main business sectors within the study area by assessing both demand and supply elements and how they can be met in aggregate by the existing stock of commercial premises and by existing allocated sites.

Analysis of the existing employment land situation

The Tees Valley

- 6.2 The Tees Valley has until more recently been suffering from its declining core industry and outward migration of its population. However, over the past decade this has started to change, with a progressive increase in the service sector replacing the traditional heavy industry. One of the strongest indications of this has been the successful completion of the Teesdale Business Park.

- 6.3 From an economic perspective the Tees Valley continues to see the contraction of heavy industrial uses once dominated by engineering, shipbuilding, steel and chemicals with the sub-region facing challenges including:

- Decline of its historical industrial base;
- Large tracts of derelict, potentially contaminated and underused land;
- Lack of investment in cultural facilities;
- Depopulation/out – migration;
- High levels of unemployment and deprivation;
- Poor public transport network; and
- Little national recognition.

- 6.4 The Urban Regeneration Company, Tees Valley Regeneration (TVR) has focused their attention on five key sites in the sub-region, two of which are within the Darlington Borough, namely Durham Tees Valley and Central Park. With the exception of the Durham Tees Valley Airport, all of the sites seek to differentiate their offer but essentially involve mixed-use solutions to varying degrees.

1. Middlehaven (Middlesbrough)	100 ha
2. Northbank (Stockton-on-Tees)	50 ha
3. Victoria Harbour (Hartlepool)	120 ha
4. Durham Tees Valley Airport	100 ha
5. Central Park (Darlington)	30 ha ¹⁷

¹⁷ Central Park will provide 10 ha (24.7 acres) of B1 offices the rest of the site will be developed for non-employment uses.

6.5 In addition to the Tees Valley key sites there are a number of other strategic sites, which are being championed by Darlington Borough Council and One NorthEast. The challenge will be to ensure they reinforce each other in the wider regional context and are not allowed to compete with each other to the detriment of the Tees Valley market. Changes to the way that the Government delivers regenerations has led to the announcement that TVR will be wound up by March 2010¹⁸. TVR's existing schemes will be handed over to local authorities, Homes and Communities Agency (HCA) and One NorthEast to complete. The role of these bodies in controlling and co-ordinating is key to facilitating a marketable, structured and sustainable provision of employment land in Darlington.

6.6 Some of the key highlights of the employment land portfolio in the Tees Valley are as follows:

- There are 1,385 ha of land categorised as unrestricted employment land in the Tees Valley, with an additional 1,250 ha (3,088 acres) of restricted employment land. Total employment land therefore equals 2,635 ha (6,511 acres), therefore land which is restricted and has been used for chemical, steel, port etc type uses accounts for 47% of the total employment land in the Tees Valley;
- Historic take-up is around 64 ha per annum;
- Employment clusters include the chemical industry, logistics, food and drinks;
- The service industry accounts for 76.4% of employment space followed by manufacturing at 15.7%;
- The types of service industry occupier who requires a higher quality of environment and have located in the Tees Valley include Orange and Barclaycard.

6.7 The Council approached King Sturge in 2006 and again in 2009 to provide an overview of the main issues affecting development proposals relating to the main office and industrial sectors across the Tees Valley;

Offices

6.8 The main issues regarding the office sectors are considered to be:

- Relatively low levels of demand and activity – which in turn is reflected by the levels of rental achievable – the current levels of rent make speculative office development difficult to bring forward;
- Low values also make development at Brownfield sites (and previously developed town centre sites) difficult due to potential additional costs of development;

¹⁸ The Government's "sub-national review of economic development and regeneration" which reported in November is reforming the way that regeneration is delivered locally and will give local authorities a statutory duty to work together on major economic and regeneration projects.

- Historically many occupiers have been attracted through incentives – for instance Enterprise Zone Status – we are now moving towards a level playing field;
- Provision of good quality sites such as that at Teesdale have proved successful – attracting tenants and setting prime rental levels;
- With footloose enquiries it could be argued that the Tees Valley has a weak/poor perception – compared to say Newcastle or Leeds;
- Workforce availability, quality and costs are key criteria which occupiers will consider – this will form part of the overall assessment of a location;
- With the exception of the TVR intervention sites there are few high quality urban centre development sites. Given the dense nature of built development in the town centre there are no assembled sites for new office development of a suitable size.
- The Teesdale Business Park is the most successful office development in the Tees Valley. At the early stages of its development, in the mid-1980s, the level of achievable rents impacted on the quality of buildings that could be delivered. Development of the Park is now nearing completion with limited land availability. For the time being this business park dominates the office market with the highest headline rent currently in the Tees Valley of £16.50 ft².
- There is no existing high quality business park style environment in Middlesbrough and there is currently a substantial amount of refurbished town centre accommodation.;
- Terrace Hill is currently developing Manhattan Gate at Middle haven, which will provide 13,240 m² of Grade A office accommodation. Phase I is now completed and available to let comprising 5,704 m² of accommodation in 2 three-storey buildings;
- The Tees Valley accounts for 27% of the North East office stock in comparison to 54% for Tyne & Wear mainly explained by the regional status of Newcastle;
- The main office demand is driven by financial and business services and the government sector for premises in town centres;
- Out-of-town development is largely driven by high tech industries including technology, media and telecommunications and pharmaceuticals;
- In 2002 recorded office space let in the Tees Valley equated to 26,854 m², which is 2.76% of the total office stock which is around what we would expect for the Tees Valley area; however during 2003 take-up amounted to only 5,062 m², mainly as a result of a lack of supply of quality office accommodation.

- Teesdale Business Park is now almost fully let, with limited development land available for expansion. Office yields on the Teesdale Business Park are low but this reflects the quality of the government or corporate covenants. Yields for appraisal purpose are difficult to determine, as the nature of an occupier is not known. Indeed it is also worth commenting that yields will reflect to some extent letting risk and expectations of rental growth.

Industrial

6.9 The main issues regarding the industrial sectors are considered to be:

- Significant supply of sites – across the region leading to a highly competitive situation
- Transport linkages are key with distribution and logistics key sectors – maximum catchment area, together with maximum tachograph time is needed by operators – speed of access to national motorway network is critical;
- It could be argued that in this sector the North-South axis is arguably more important than the East-West movement – which other sectors in the Tees Valley could respond to. The A1 and A19 corridors are therefore key – with proximity a key aspect;
- With more traditional manufacturing and industrial uses availability of skilled employees is an important factor for operators – Teesside may have advantages with certain industrial sectors;
- In cost terms Teesside compares favourably and we would consider that unconstrained sites could compete effectively.

Rental Levels

6.10 **Table 16 (below)** shows the prime rents across the Tees Valley. It can be seen from the table that office rents are higher in Darlington than all other authorities in the Tees Valley with the only exception being Teesdale Business Park, which is witnessing highest rents in the Tees Valley. The quoted rents for Middlesbrough do not take account of recent deals achieved at Middlehaven. Terrace Hill are currently on site delivering Phase 2 of the development having secured a pre-let to Middlesbrough Primary Care Trust at £16.00 ft², 15 years lease/ 9 years rent free.

Table 16: Tees Valley Prime Rents (£ft²) 2009

Location	Office	Industrial
Darlington	£14.50	£4.50
Hartlepool	£12.50	£3.75 - £4.00
Middlesbrough	£12.50	£4.50
Stockton-on-Tees	£12.50	£4.00 - £4.25

Teesdale Business Park	£16.50	Not applicable
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Source: King Sturge (October 2009)

Business Enquires Data for the Tees Valley

6.11 Data was supplied by TVR on the level and type of business enquires they received in 2006¹⁹. This information can provide indications of the preferences of expanding businesses and inward investors.

6.12 **Table 17 (below)** shows the overall level of enquires for the period January 2001 to December 2005. Overall enquires for all types of business space increased over a five year period, 2005 witnessed a total of 459 enquires.

Table 17: Overall Level of Enquires for Business Space in the Tees Valley

Year	2001	2002	2003	2004	2005	2006*
No of Enquires	363	380	363	392	459	165

Source: Tees Valley Regeneration * Indicates from Jan 2006 – May 2006

6.13 **Table 18 (below)** shows enquiries by type of activity in the Tees Valley. Historically the largest number of enquiries has been for B2 factory space, the table shows that this trend continued with enquiries for this type of space increasing almost year on year.

6.14 Enquiries for B8 distribution space have been fairly static from 2001 – 2004 with the number of enquiries around 61 – 88 per annum, 2005 saw a marked increase in interest from occupiers to 112.

6.15 Enquiries for B1 office space have been relatively static over the five-year period with an average annual enquiry level of around 95.

6.16 It should be noted that enquiries would come from various sources with some requirements (particularly for B8 warehousing and B1 office space) likely to be exploring highly competitive opportunities on a national basis.

Table 18: Enquires by Type of Activity in Tees Valley

Type	2001	2002	2003	2004	2005	2006*
Development available soon	5	5	4	1	-	-
B2 Factory	116	135	131	157	168	64
Garage space	1	5	1	7	2	-
B8 Warehousing	71	84	88	61	112	27
Misc	14	12	4	10	8	2
Sites	57	57	45	60	64	22
Office	92	76	82	92	95	42
Managed workspace	7	6	8	4	10	8

Source: Tees Valley Regeneration (2006) *2006 figures refer to the first 2 quarters

¹⁹ The study does not provide more recent figures as these are no longer available

6.17 **Table 19 (below)** shows the level of enquiries by size requirement. It can be seen that the most unsatisfied demand is for space between 92–232 m². However, there are still a large number of enquiries for space up to 3,716 m².

Table 19: Enquires by Floor space and Land Area (2006)

Size in sq. m/ha	2001	2002	2003	2004	2005	2006*
Up to 46	2	1	3	2	4	1
46 – 93	37	43	51	49	71	28
93 – 232	51	56	47	60	72	34
232 – 464	36	51	39	57	69	21
464 – 929	39	56	52	46	49	24
929 – 1,858	40	43	43	42	47	9
1,858 – 3,716	38	23	36	25	39	12
3,716 – 6,968	26	11	18	12	12	6
6,967 – 9,290	20	12	1	3	3	-
+9,290	12	27	28	36	29	8
Less than 2 ha	26	27	27	37	28	14
2 – 3.6 ha	6	9	8	7	11	1
4 – 8 ha	3	3	6	2	8	3
Over 8 ha	22	18	4	14	17	4
Total						

Source: Tees Valley Regeneration (2006)

DARLINGTON PROPERTY MARKET

A Review of the Darlington Gateway Study

6.18 The key messages from the last Gateway Study²⁰ are an important context for the purposes of the Employment Land Review. The following paragraphs summarise the findings of this study. The main purpose of the Gateway Study was to generate a development framework, with proposals that would attract development and employment to Darlington by building on its Gateway location and quality of life characteristics. From the review undertaken in the last Gateway Study the following provides the main findings of the industrial property market in Darlington;

- The Faverdale area is the main location for industrial development in the town.
- Retention of the Strategic Reserve Site at Faverdale is considered sensible for the purpose of providing for inward investors. The report recognises that inward investor requirements are changing and should provide land for support industries.

²⁰ BDP (2006); Darlington Gateway Strategy; A Report for Darlington Borough Council;

- The study identifies demand for development of mid-sized factory units on a speculative basis although this is limited to phases of 4,500 m² and is likely to require some form of grant assistance from Darlington Borough Council, One NorthEast or, alternatively early stages could be carried out by Priority Sites.
- Given the nature of demand for speculative units it is considered sensible to allocate land that could accommodate a number of phases of development.
- There is a level of latent demand within the town for industrial space, which would materialise once suitable premises are available. It would be sensible for Darlington Borough Council to also promote an area of land to meet this potential need.
- On the evidence of recent activity in the logistical/warehouse market, it would appear that there is an increased demand within the marketplace. However, this is not met by the availability of suitable premises. Darlington Borough Council needs to promote an area of land for these uses but needs to express caution as actual demand will not be known until premises/sites are marketed. The ideal location is considered to be Faverdale.

6.19 The main findings of the office market in Darlington were as follows;

- There is a large amount of stock in the Tees Valley – the great majority is not in Darlington – but most of the stock is outdated and unsuited to modern office requirements.
- There has been good quality office accommodation provided at a number of locations namely Teesdale and North Bank, Stockton-on-Tees and Middlehaven in Middlesbrough. Historic levels of take-up have been 8,000 m² within the Tees Valley but excluding Darlington. The proposals at North Bank and Middlehaven should satisfy this level of demand.
- At the time there was no modern stock of good quality space in Darlington. Highbridge's (now City & Northern) scheme at Morton Palms was under construction at this time and has been the only significant speculative office development to take place in Darlington. This scheme has added 28,000 m².
- At the time of the 2006 report those active in the local market considered that Morton Palms would be the most sought after location in the Tees Valley and should be fully developed and occupied within, or around a five year period. The last Gateway Study considered that an estimated take-up figure for Darlington of 5,000 m² per annum was a sensible guide.
- A concerted marketing campaign was recommended in the last study to secure the best outcome for both Morton Palms and the Tees Valley.

- There has been a distinct lack of inward investment and interest from developers and occupiers in the past, the study suggests that one reason for this is that Darlington has not actively marketed its offer to create interest. The last report anticipated that Darlington could attract office users to the Tees Valley if quality accommodation is in place and if the town markets its offer.
- A key issue raised in the study for office development is the provision of suitable sites for further office accommodation following completion of Morton Palms.

Supply and the Current Employment Land Portfolio in the Borough

6.20 Looking at the current employment allocations from the 1997 Local Plan, over 200ha of land is still available on existing allocations. This excludes the Faverdale Reserve Site of approximately 120ha and the Heighington Lane Site of approximately 15ha, the latter of which is identified in the Regional Spatial Strategy as a Key Employment location along with the Faverdale Reserve site.

6.21 It can therefore be seen that Darlington has a significant supply of employment land within the district.

Key Business Parks and Sites in Darlington

6.22 Major industrial estates in the Darlington area include Faverdale Industrial Estate, situated to the north-west of the town and close to the A1 (M), and also Yarm Road Industrial Estate which is situated to the east of the town. Both estates presently have high occupancy rates. At Faverdale there are companies such as Argos, Aldi, George Allinson Transport and Stagecoach. Major occupiers at Yarm Road Industrial Estate include Orange, Darlington Building Society, Magnet and Amec.

6.23 The office supply comprises a number of historic buildings focussed around the ring road and the town centre together with two newly developed buildings around Archer Street. The supply of out-of-town is focussed on the eastern edge of Darlington around McMullen Road and Yarm Road. Lingfield Point provides converted and refurbished accommodation on McMullen Road. The Orange call centres and the Darlington Building Society headquarters are based on Yarm Road close to Morton Palms, Darlington's first comprehensive business park development.

Other Key Business and Future Development Sites in Darlington

6.24 The following paragraphs provide a brief summary of the key employment sites and the future development sites in the Borough.

6.25 **Morton Palms Business Park** - Morton Palms Business Park is emerging as Darlington's premier office development, located at the junction of Yarm Road and the A66. It is being developed by City & Northern, in conjunction with Darlington Borough Council and One NorthEast. The site comprises 11.3 ha and has planning consent for 23,225 m² of offices. Phase 1 is now completed and comprises 6,596 m² of Grade A office accommodation within Stephenson House and

Hackworth House, two, four storey office buildings. Phase 2 is currently completed and partially occupied and comprises Pioneer Court, a development of small office buildings ranging from 279-465 m² with one larger building of 1,840 m² fronting Yarm Road.

- 6.26 **Lingfield Point** - Lingfield Point comprises the former Paton & Baldwin Wool Factory, being redeveloped and refurbished by the Marchday Group, with outline planning permission for major mixed-use regeneration development, and currently provides high quality office, call centre and industrial accommodation. The site comprises 43 ha of mixed-use accommodation, with space available in Beehive a contemporary office accommodation in suites from 232 m² and bespoke accommodation from 1,858-13,935 m² within Memphis.
- 6.27 **Faverdale East Business Park** - This greenfield site is earmarked for commercial, industrial and warehouse development. Faverdale East Business Park is located to the west of Darlington adjacent to the A1 (M). The business park has been brought forward by a partnership led by Darlington Borough Council, One NorthEast, Tees Valley Partnership, and the Government Office for the North East. The site comprises 35 ha of employment land. The site is being brought forward in two phases, phase 1 equates to 4.45 ha, and phase 1b is 3 ha with phase 2 being 68,748 m² of distribution being occupied by Argos. Easter Group is developing out 17,651 m² of space in four units of 1,858 m², 2,787 m², 3,716 m² and 9,290 m² of Grade A distribution space.
- 6.28 **Central Park** - Central Park previously referred to, as 'the Haughton Road site' is Tees Valley Regeneration's flagship project. It is a Brownfield site comprising 30 ha located to the north east of Darlington town centre adjacent to the railway station. Of the total site 10.47 ha is proposed for B1 employment uses. The site is allocated as an "opportunity site" in the Borough of Darlington Local Plan with an emphasis on employment use.
- 6.29 The scheme is based around a green park at the heart of an urban mixed use development including offices, housing, education, hotel and conference facilities. The site has the potential to provide up to 27,871 m² of new office development.
- 6.30 **Durham Tees Valley Airport** - A new business park is being designed to complement Durham-Tees Valley Airport - previously known as Teesside Airport. The airport's development had been held back by the statutory limitations of its local authority shareholders. However with the introduction in 2003 of Peel Airports Limited as a strategic partner (with a 75% holding), a relationship has developed that will see in excess of £20m of investment and the airport is predicting dramatic growth. There are two separate sites which are designated for employment land related to airport activity; these comprise of 65.7 ha on the North side with planning permission in place for the Business Park and a total of 100 ha on the South side albeit only 38.6 ha fall within Darlington authority boundary with the remained falling inside Stockton.
- 6.31 Tees Valley Regeneration is working closely with English Partnerships, One NorthEast and Peel on proposals for up to 28,000 sq m of office development - with an emphasis on travel, airport and logistics

related activity and an additional 6,000 car parking spaces. Work has been completed on a new £1.8 million access road that will improve access particularly to the employment land to the south side of the runway.

- 6.32 **Faverdale Strategic Reserve Site** - The Faverdale Reserve Site is approximately 120 ha and is held on reserve for a large inward investor. Given the nature of such a large-scale requirement it is not possible to predict the level of interest. In the past interest has been shown in the site by Kimberley Clark and car manufacturers such as Mercedes and Hyundai. However, whilst interest has been expressed in this site, occupiers have yet to be secured.

OFFICE SUPPLY IN DARLINGTON

Stock Overview

- 6.33 Darlington has a total stock of some 162,000 m². The supply of the office buildings in the town centre has remained static for a number of years with some recent new development around Archer Street. The majority of the stock therefore dates from the 1960s and 1970s, which provides basic accommodation that has been refurbished to varying standards. **Table 20 (below)** shows some of the main commercial town centre offices. All of the buildings included in the table area in single occupation with rents varying between £71.25m² (£6.62 ft²) and £105.00m² (£9.75ft²).

Table 20: Office Supply in and around the Town Centre

Building	Location	Occupier	Size
Bondgate House	Bondgate Street/ St Augustine's Way	Department of Work & Pensions	1,964 m ²
Crescent House	Woodlands Road/ West Crescent	Department of Work & Pensions	1,510 m ²
Coniscliffe House	Coniscliffe Road	CTC Marine Projects	1,725 m ²
Regent House	Commercial Street	Inland Revenue	2,378 m ²

- 6.34 Other significant office buildings in the town centre are Northgate House at the junction of Northgate and St Augustine's Way and Enterprise House on Valley Street. Northgate House comprises 4,459 m² let on a floor-by-floor basis at rents of between £86.00-£108.00 m² (£8.00-£10.00 ft²). Enterprise House is also in multi-occupation on similar terms, part of which is occupied by Darlington Partnership. Vincent House on Woodlands Road, which is a 1960s office building comprising 1,822 m², has now been sold to North East Property Holdings and is being converted to residential.

- 6.35 There are six pavilion style modern office buildings at Peel Court and St Cuthbert's Way fronting the roundabout junction with Haughton Road. They comprise approximately 204 m² each with one large building of approximately 510 m². Research by King Sturge has found that they are

in owner-occupation on a long leasehold basis but we are aware of a part sublet at a rent of approximately £112.00 m² (£10.50 ft²).

- 6.36 The only recent new development comprises Doctor Piper House on Archer Street and one other adjoining building.
- 6.37 Doctor Piper House comprises a conversion of the former Farmway warehouse building and provides 2,601 m² of modern office accommodation to a basic specification. This was let in 2004 to the Local Primary Care Trust on a 10-year term at £80.73 m² (£7.50 ft²). The second building (Southgate House in Archer Street), a new build on the site of the former Archer Street Sports Centre, amounting to 2,601 m² and incorporating raised floors and comfort cooling, was completed in 2006 and was pre-let to Southern Cross Healthcare on a 10 year term at a rent of £150.70 m² (£14.00 ft²). North East Property Holdings who also own the adjoining car park undertook the development.
- 6.38 The supply of out-of-town offices is primarily focussed around Yarm Road to the east of the town centre. Major occupiers include Orange, Darlington Building Society and Amec. Lingfield Point, on McMullen Road, comprises the former Panton & Baldwin manufacturing headquarters. This has been developed by the owners, Marchday Securities, to provide refurbished office accommodation within Lingfield House, converted call centre accommodation within some of the North Light former industrial space and small self-contained office units within the Beehive, the former ballroom.
- 6.39 Lingfield House comprises 3,902 m² and is multi-let at rents ranging from £64.58-£80.73 m² (£6.00-£7.50 ft²). The call centre accommodation comprises 4,273 m² and is let at £96.87 m² (£9.00 ft²) and the Beehive is divided into units of 232-m² let at £129.17 m² (£12.00 ft²). In addition Memphis at Lingfield Point will provide further space and is currently under refurbishment. Memphis can offer from 1,858 m² to 13,935 m² of contemporary loft style business accommodation on large flexible floorplates.
- 6.40 Morton Palms is also located on Yarm Road at the junction with the A66. To date, City & Northern has completed Hackworth House comprising 3,602.5 m² which is let in its entirety to Whessoe Oil & Gas at a rent equating to £156.07 m² (£14.50 ft²), and Stephenson House, comprising 2,991 m² which remains available to let. However, the third floor of Stephenson House, comprising 511 m² is now under offer.
- 6.41 Pioneer Court is nearing completion and totals 5,873 m². The larger building comprising 1,840 m² has been sold and two of the smaller units, comprising approximately 279 m² each are under offer. The remaining units are current available for sale or to let.
- 6.42 Mandale Properties completed the development of Dudley Court on Lingfield Road in 2005, which comprises three 464.5 m² two-storey office buildings. The accommodation provides a basic specification and has occupiers such as Bondgate I.T. Services, Electrical Contractors Association and Laser Broadcasting Limited. The offices are not yet fully occupied and units are available to let at present.

- 6.43 There is a distinct lack of Grade A office accommodation within Darlington and the remaining floors within Stephenson House represent the only available Grade A space within the market at present.
- 6.44 There remains demand nationally from owner-occupiers and private investors for small office units, which has been evidenced at Pioneer Court and represents the only available accommodation of this type in Darlington. This type of accommodation is not only attractive to small and medium sized companies from outside of the town, but also offers the opportunity for existing companies to relocate from sub-standard converted accommodation to modern, purpose-built accommodation with car parking.

Darlington Office Demand

- 6.45 It is apparent that the majority of office requirements for Darlington come from existing occupiers relocating to better quality, larger facilities. This is reflected in the relocation of Whessoe from Hopetown House to Morton Palms and other interest received for Morton Palms over the marketing period.
- 6.46 For Darlington to be able to attract other large-scale requirements and companies, such as Orange, Capita and Government related occupiers; it is necessary to compete with other established office sectors both regionally and nationally. The original Gateway Report identified a lack of suitable office accommodation to attract these footloose requirements. This is being addressed by the development of Morton Palms, the first comprehensive business park, and future long-term supply at Central Park and Darlington Great Park. If these locations become developed out and establish a critical mass with high profile occupiers, Darlington will become more recognised as an office location. Continued promotion of the Gateway Strategy and effective marketing of the town will promote this growth. The town is well placed to attract these larger office occupiers for the following reasons:
- A good quality and affordable housing stock;
 - Attractive quality living environment;
 - Competitive office rents;
 - An available and skilled workforce;
 - Excellent transport communications by road rail and air.
- 6.47 There are still a number of call centre requirements, which will consider Darlington, however this demand has obviously reduced from the peak around 2000 due to increasing competition from cheaper locations abroad.
- 6.48 Darlington will also need to compete against the Enterprise Zones across the North East where developers are able to offer highly incentivised deals to occupiers. The Enterprise Zones are coming to the end of their lifespan, however there is a large existing supply of available accommodation at these locations. Furthermore, developers are still able

to secure Enterprise Zone benefits for some time following expiration through the use of so-called "Golden Contracts".

6.49 With regard to smaller size requirements, there is a demand for units ranging from 139-464 m² from occupiers and private investors. This mirrors the situation nationally and is due to the relatively cheap cost of borrowing and tax benefits of holding such investments within Self Invested Pensions. Developments such as Pioneer Court, the Beehive and Dudley Court cater for this range of size requirements.

6.50 Business start-up is a further source of demand feeding into the local market however these are often dependent upon support from the public sector. The level of entrepreneurship in Darlington is lower than current trends. In order to facilitate and improve the level occurring, King Sturge are of the opinion that that Darlington could support some form of business innovation centre providing managed workspace. Evans has recently completed the development of an Easy space facility on Lingfield Road, which provides flexible accommodation for business start-ups, however they do not provide business services such as a shared reception, secretarial and administration services or business incubation to assist with support and training.

Rents, yields and land values

6.51 Prime office rents in Darlington are currently at a headline of £156.07 m² (£14.50 ft²).

6.52 Prime office yields, having been achieved on the sale of Hackworth House at Morton Palms reflect 6.5%.

6.53 The value of employment land in the Tees Valley varies up to £308,000 - £370,000 ha (£125.00 - £150.00 acre) for the best sites to £123,000 - £185,000 ha (£50,000 - £75,000 acre) for poorer locations.

Recent Office Deals

6.54 The following describes the office deals done we are aware of over the last five years in Darlington:

- Doctor Piper House, Archer Street – 1,393 m² was let on a 10 year lease at £80.72 m² (£7.50 ft²) to Darlington Primary Care Trust in circa June 2004;
- Archer Street – 2,601 m² was pre-let to Southern Cross Healthcare on a 10-year lease at £150.69 m² (£14.00 ft²) from April 2006;
- Yarm House – 4,087 m² was let to Amec at £91.49 m² (£8.50 ft²) on the modern first floor office accommodation and £64.58 m² (£6.00 ft²) on the poorer quality, lower ground floor in September 2002;
- Lingfield Point – 4,329 m² was let to Capita at £96.87 m² (£9.00 ft²) in August 2002, and a further 464 m² of poorer quality, back-up space was let at £21.52 m² (£2.00 ft²) in February 2005;

- Lingfield House – 1,300 m² was let to J&P Coats at £75.34 m² (£7.00 ft²) in June 2001;
- Lingfield House – 1,235 m² was let to Four Seasons Healthcare at £80.72 m² (£7.50 ft²) in March 2003;
- Lingfield House – 278 m² was let to Agility Systems at £64.58 m² (£6.00 ft²) in September 2001;
- Lingfield House – 204 m² was let to Recognition PR at £64.58 m² (£6.00 ft²) in February 2002;
- Lingfield House – 148 m² was let in two parts to Robin Nooks at £67.27 m² (£6.25 ft²) in February 2002 and August 2003;
- Beehive – 232 m² was let to Swiss Foster Care at £129.16 m² (£12.00 ft²) in March 2005;
- Beehive – 232 m² was let to Faulkner Browns at £129.16 m² (£12.00 ft²) in March 2006;
- Beehive – 232 m² was let to Four Seasons Healthcare at £129.16 m² (£12.00 ft²) in July 2005;
- Beehive – 1,021 m² was let to NAAFI at £129.16 m² (£12.00 ft²) in January 2006;
- Oakwood House – 929 m² was let to Austin Saunders Solicitors at £64.58 m² (£6.00 ft²) in circa December 2005;
- Trinity Court, Faverdale – Three 390 m² office units were sold at between £1,104.30-£1,291.66 m² (£110.00-£120.00 ft²) during 2005;
- Morton House – 706 m² was let in three parts at between £86.11-£96.87 m² (£8.00-£9.00 ft²) in 2003;
- Hackworth House, Morton Palms – 3,605 m² was let to Whessoe Oil & Gas at £150.69 m² (£14.00 ft²) in April 2005.

Office space Take-up

- 6.55 Unfortunately there is limited published information in respect of take-up figures for office space in Darlington. King Sturge has examined take-up figures from 2pride/Focus databases, which have revealed that take-up has averaged at 955 m² per annum over the last five years. They have offered the opinion that they do not believe that this is a true reflection of the market as the database relies upon reported transactions. Whilst 2pride & Focus is a market-leading database for land and property and is informative, it does not contain an exhaustive list of all lettings completed.
- 6.56 Given the incompleteness of the Focus take-up figures were provided with by consultants ERS who maintain a quarterly database of sites and premises in Darlington as part of a North East Monitoring Report they

have maintained for a number of years. This is update on a quarterly basis by way of a telephone survey of local commercial agents.

6.57 **Table 21 (below)** sets out take-up year on year from 2006-2009 (2nd quarter only).

Table 21: ERS Assessment of Office space Take-up In Darlington 2006-2009

Office Floor space Take-up	2006 (m ²)	2007 (m ²)	2008 (m ²)	Q2 2009 (m ²)
Darlington	2,095	10,548	3,588	2,644

Source: Focus, Sept 09

6.58 From the table above average annual take-up of office space equates to 5,410m²¹ between 2006 – 2008 (3 year period).

6.59 The take-up figures in the table above provide a much more optimistic view on office floor space take-up and given the short comings of the Focus database, and ERS consistent approach to monitoring take-up we consider that these figures can be used to support stronger evidence of demand and take-up. It is worth noting however that the ERS figures do include those companies, which are relocating within Darlington, and therefore the figures are not fully representative of 'new' take-up.

Modern Office Requirements

6.60 It should be noted that at present there is a lack of demand for office space within Darlington and the UK. This combined with the lack of available finance has meant that developers are currently not providing speculative development. However, King Sturge anticipates that once lenders start to provide finance to developers and the number of requirements for office space improves, then the following accommodation types will prove successful within Darlington.

- **Hybrid office/workshop units** – which are standalone and can be acquired on a freehold or leasehold basis – often arranged on two floors these can be in the order of 93 m² - 232 m²; such schemes are becoming increasingly popular nationally particularly for companies requiring a combination of high quality workshop space/light industrial functions and offices.
- **Small office units** – these are designed for single occupation, typically comprising 139-464 m², including terraced and semi-detached units arranged in a courtyard setting. They are usually marketed on a freehold or leasehold basis appealing to owner-occupiers such as small local and regional businesses and private investors. Further development of this type should be encouraged at Morton Palms to complement the larger buildings.
- **Standalone pavilion style office units** – these are typically arranged over two or three storeys providing accommodation from 464 to 929 m² and are designed to be divisible to enable shared occupation.

²¹ Average annual take-up figure excludes 2nd Qtr figures for 2009

These may be developed speculatively but usually on a phased basis and typically appeal to larger local and regional professional practices and smaller public sector occupiers.

- **Managed workspace** – this type of accommodation can be occupied by a variety of organisations and which can assist in the formation of new businesses. This type of accommodation can be developed to include training and business advisory services to assist new business start-up.
- **Large office buildings** – due to the nature of demand for large offices in Darlington, any speculative development out-of-town over and above that at Morton Palms is likely to be limited in the short to medium term. There is however a need to provide such accommodation to attract new occupiers in and to retain existing occupiers within the town. It is apparent that there is a shortage of available new office accommodation within the town centre. Further development of buildings between 1,858-3,716 m² and providing floor plates of between 743-929 m², divisible for multi-occupation, should be encouraged at Morton Palms and around the town centre ring road. Such development will appeal to Government departments, larger national businesses with headquarters in Darlington and national footloose requirements.

Key Conclusions

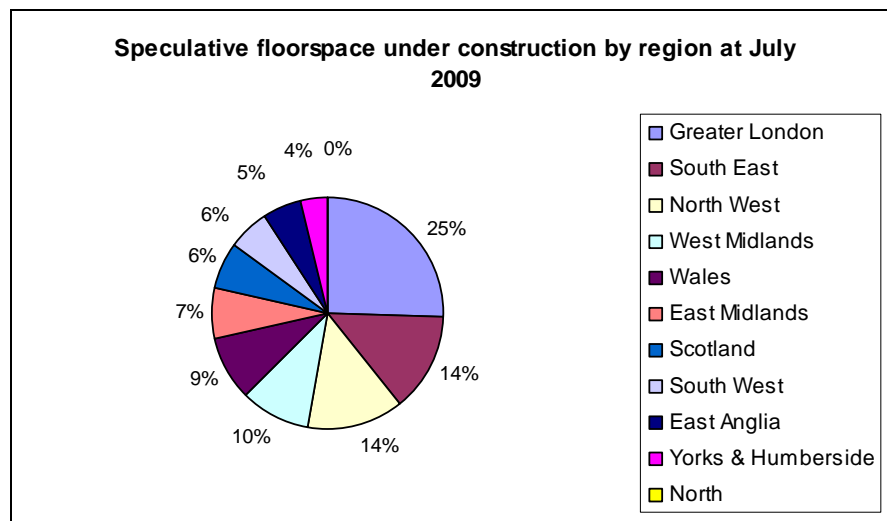
- 6.61 Historically there has been lack of modern Grade A office accommodation within Darlington. The existing office stock in the town centre comprises dated 1960s/1970s office buildings with the majority occupied by Government departments. Saying this King Sturge is aware of some interest from developers in the town centre.
- 6.62 There has been some more recent office development activity both in the town centre and Archer Street and out-of-town at Morton Palms. There has been an increase in office take-up in recent years, however it is apparent that this is primarily due to existing occupiers relocating. In order to sustain the development of larger offices within Darlington, it is necessary for the town to compete for national and regional footloose requirements with other more established office centres.
- 6.63 Darlington can compete at this level given its relatively affordable office rents, good labour supply, quality of living environment and good transport communications.
- 6.64 There is currently a lack of available new Grade A office accommodation in the town centre and limited development proposals. Development of Brownfield town centre sites is likely to be less viable than out-of-town greenfield sites due to cost of site assembly, demolition and infrastructure and may require a level of public sector subsidy. However, the area known as the South-west Town Centre Fringe, which includes the Feethams and Beaumont Street area is being promoted for predominantly office development through the Town Centre Fringe project, which will include a formal masterplanning process. Also being promoted for mixed-use development, are the areas known as the East

Town Centre Fringe (including Borough Road) and the Valley Street Area.

INDUSTRIAL PREMISES – A National Perspective

- 6.65 The total level of industrial and distribution floor space across Great Britain has increased consistently since mid 2005. At the end of June 2009, availability totalled 23.309 million m² with an increase of 2.8% since December 2008. Whilst this is the highest level of availability recorded, the rise in supply over the first half of the year is modest in comparison to the increase of 5.4% over the second half of 2008.
- 6.66 Regionally, the most significant growth in supply was recorded in Wales and the North West, where availability increased by 7.6% and 7.5% respectively. The North and Greater London also recorded large increases in supply with 5.6% and 5.3% more space available in June than December. Only one region recorded a fall in availability, with supply in the East Midlands 3% lower at mid-year.
- 6.67 Availability of new floor space declined for the first time since mid 2004 as a result of the sharp drop in speculative development completions over the past year. In the six months preceding June supply contracted by 2.9% to a total of 3.419 million m². New units now represent 14.7% of the overall available stock in Great Britain, in comparison to 15.5% at the peak in December.
- 6.68 The first half of the year saw businesses suffering from lower levels of demand leading to cuts in production and de-stocking processes which forced companies to further scale back their property requirements. Increases in company and factory closures meant that the level of availability in large units over 10,000 m² increased further.
- 6.69 Availability of new and second hand units over 10,000 m² rose 6.6% compared with December totalling 8.019 million m².
- 6.70 At July 2009 the level of speculative development under construction across Great Britain had almost halved from the levels recorded at the end of January 2009. Only 102,074 m² were under construction at the end of July across 83 schemes representing a decrease in floor space of 44% since January 2009. However, the number of schemes is at a similar level to six months ago, reflecting the lack of large unit schemes being developed.
- 6.71 **Figure 8 (below)** shows that over half of the total development under construction (53%) were accounted for in the Greater London, South East and North West combined. The Midlands and Yorkshire and Humberside have historically shown some of the highest levels of development, but at July accounted for less than a quarter of the total.

Figure 8: Speculative floor space under construction



Source: King Sturge Research 2009

- 6.72 Occupier conditions in the industrial market remain fragile and demand is generally weak across the sector. The market for units under 10,000ft² seems to be holding up better than the market for size ranges above 10,000ft², whilst the big shed distribution market remains very sluggish. Available supply continues to trend upwards whilst demand remains limited. In the short term this is likely to remain the case with second hand space filling the void of new development.
- 6.73 Industrial rental values fell by 2.8% in the first half of the year according to IPD Quarterly Index whilst our central forecast indicates an overall decline in rental values of 7% this year followed by 6.2% in 2010.
- 6.74 However there are some tentative signs that market demand is improving slightly as occupiers are becoming aware of landlord flexibility in securing tenants through incentives such as rental decreases.
- 6.75 Historically the M62 and M1 have been favoured over the A1 for distribution and packaging primarily due to the dominance of East-West distribution patterns serving the largest regional metropolitan areas of Manchester and Leeds, and the M1 serving Leeds, Sheffield and the regional cities in the East Midlands. The M62 has some of the highest rental values for industrial space regionally.
- 6.76 Since the opening of the A1/M1 link and the ongoing upgrading of the A1, sites along the A1 are becoming more popular as the supply along the M62 diminishes. Although Sherburn Enterprise Park is not located on the A1, the site will continue to be popular offering affordable accommodation and reasonably priced land for development. The A63 provides a good quality link to the A1.
- 6.77 The industrial market in the north has seen total available floor space increase by 5.6% in the first 6 months of the year amounting to a total of 1.431 million m² available. In June 2009 14.6% of this available space was new floor space and 35.5% was over 10,000m². The presence of distribution in the North East has been primarily to serve the largest conurbations of Tyne & Wear and Teesside. Distribution activity here is

not as developed as the Midlands, Yorkshire and North West regions given their better access to major towns and cities.

6.78 King Sturge surveys suggest that there has been no speculative industrial development in the North for the past year. In the six months leading to June 2009 there had been no schemes over 500m² under construction speculatively. This lack of speculative development will in time lead to a shortage of high grade available floor space and in turn will put pressure on the terms achievable. However, as land becomes scarce in these locations and, hence more expensive, the North East is becoming more desirable to the distribution market on the basis that land values are up to 50% less than other locations which makes development attractive. Lower rentals, which can be offered due to land price, are making the North East a viable option for distribution companies.

6.79 The region now has some of England's fastest flowing roads, including the A19, A1 North-South and the A66 East-West. These routes give easy access to all parts of the region including a direct link to Teesport and with the M62 East-West corridor only being approximately an hour's drive from Darlington, distribution companies are identifying the region as being ideally situated for distribution not only within the North East but into Scotland and parts of North Yorkshire.

6.80 Darlington is extremely well placed to take full advantage of the increasing movement of the distribution industry northwards and this is borne out by TMS' recent occupation of 9,290 m², at Faverdale.

6.81 Other key factors which will be attractive to potential distribution developers and occupiers include Teesport, which is the UK's second largest port in tonnage terms, handling over 50 million tonnes a year of dry and liquid bulks, chemicals, steel and other cargos. This market is set to increase as the general UK economy changes with more and more imported goods coming into the country from the Far East and Eastern Europe, the bulk of which will be transported by sea.

6.82 Darlington is well positioned to take full advantage of both the increased potential business from the port and airport on the basis that suitable accommodation is provided.

Darlington Industrial Supply

6.83 Darlington has a total industrial stock of approximately 1,000,000 m² with the principal industrial areas being located at Yarm Road, to the east of the town centre, close to the A66, and the Faverdale Industrial Estate to the north west of the town centre, approximately one mile from Junction 58 of the A1 (M).

6.84 Darlington is an attractive location for industrial/logistic occupiers with its close proximity to the A1 (M), Teesport and Durham Tees Valley Airport.

6.85 The Darlington market has witnessed some major changes in recent times with notable occupiers such as BAT, SCA Packaging and Torrington all closing facilities within the town. The facilities these

companies occupied comprised of poor quality, second-hand space at both Faverdale and Yarm Road. It is difficult to predict whether a lack of available good quality, modern industrial space led to these companies leaving Darlington, and specifically with regard to BAT and Torrington, their decision would appear to have been based purely on financial considerations brought about by the general international markets affecting these businesses.

- 6.86 With regard to SCA, this was the result of an internal rationalization, which led the company to relocate this arm of the business to Peterlee where the company already had an established facility for this division. SCA still remain a large occupier within Darlington at Faverdale with other major occupiers including Argos, Cummins and Cleveland Bridge also occupying substantial facilities within the town.
- 6.87 There is a significant supply of older stock within the industrial market in Darlington with a large proportion of buildings being left over from Darlington's industrial past when it centred on the railway industry and other significant occupiers, such as Paton & Baldwin.
- 6.88 There is a variety of second-hand space within the following existing industrial areas which include Faverdale Industrial Estate to the north west, North Road Industrial Estate and The Forge areas to the north and the area to the east of the town centre at Banks Road Trading Estate, Lingfield, Yarm Road Business Park, Morton Park and Yarm Road. Within these areas there has been some degree of modern development, however the majority of this has been targeted towards SMEs and new start-up businesses, with the majority of the units being under 929 m² and the most recent comprising of small to medium workshop units.
- 6.89 Whilst this second-hand space serves a particular market, some of these older premises have been converted over the years by their previous owners and no longer offer a standard product and consequently, do not necessarily appeal to industrial occupiers as the design and layout does not meet with their specific requirements.
- 6.90 The location of second-hand industrial accommodation can also prove a deterrent in respect of occupiers, particularly where sites are in a predominately residential area, are located away from main arterial routes or are in areas which suffer from traffic congestion.
- 6.91 There would appear to be a distinct gap in good quality modern industrial space above 929 m² for occupiers looking to expand their existing businesses located within Darlington or for companies generally looking at the region as a whole. Whilst Darlington will potentially be an attractive location, the fact that there is a limited supply of suitable accommodation, may force these parties to look elsewhere. Planning consent for 130,000 m² has been granted at Amazon Park, Newton Aycliffe, for new industrial space, which is likely to attract potential occupiers away from available space in Darlington.
- 6.92 This gap in the market is partly being alleviated at Faverdale where Easter Group has developed four modern, high quality industrial units ranging from 1,858 m² up to 9,290 m². 4,645 m² is still available across 2 units.

6.93 In addition to this, a site which has recently come to the market, which extends to 5.06 ha and is owned by Morrison's at Morton Park, has a restricted covenant against provision, by way of construction or subsequent sub-division, of industrial /warehouse units of 557 m² or under. This restrictive covenant is in place to protect Morrison's' existing workshop unit development adjoining the site which will mean that there is the potential for a developer to provide larger units which will in turn help to alleviate the lack of availability within this size range in Darlington as a whole.

6.94 Darlington is also well placed to take full advantage of the fledgling distribution market, which it is predicted will continue to grow, as the North East becomes a desirable location for the logistics industry.

6.95 Faverdale, due to its close proximity to the A1 (M), would appear to be the natural location to promote this sector especially on the back of Argos' 69,676 m² distribution development for its home delivery business. Easter Group's 9,290-m² speculative units at Faverdale is also targeted at the distribution sector having a clear internal height to 10 metres. Other opportunities exist at the remainder of the Faverdale Reserve Site as well as St Modwen Properties' proposals for large-scale distribution warehouses to be built on their ownership adjacent to Faverdale.

6.96 **Table 22 (below)** demonstrates the proportion and quality of space within the B2 and B8 market. This shows that in 2009 the majority of available space, 90%, was classified as modern, with the remaining 10% consisting of 7% new build and 3% old warehousing.

Table 22: Darlington - Current Factory & Warehouse Availability By Grade (Focus, Sept 09)

	M ²	% of Units
Old	3,955	3%
Modern	119,762	90%
New	8,850	7%
Total	132,567	100%

Source: Focus, Sept 09

Darlington Industrial Demand

Rents, yields and land Values

6.97 The value of industrial land in the Tees Valley has slipped over the last 12 months. Land values vary from £250,000-£300,000 ha (£100,000-£125,000 acre) for the best sites to £123,000-£185,000 ha (£50,000-£75,000 acre) for poorer locations. There has, however, been a

significant decline in good quality sites available within the region as a whole and this may have an affect on future land values.

6.98 Prime locations within the North East will include sites along the main arterial routes of the A1 (M) and the A19, which are in short, supply due to the large swathes of greenbelt in between the major conurbations along the length of these main routes. Darlington is therefore well placed having strategic sites on both the A1 (M) at Faverdale and close to the A66 east of Darlington.

6.99 With regard to rent levels, Easter Group is quoting rents of £48.43 m² (£4.50 ft²) for their units at Faverdale, which range from 1,858 m² to 3,716 m² with an asking rent of £45.74 m² (£4.25 ft²) on the 9,290-m² units. These rents are in line with other good quality locations within the region but are purely quoting rents and as recent transactions show, are not currently being achieved. Rental levels can, however, be as low as £8.07 m² (£0.75 ft²) for large areas of second-hand space in poor quality premises on less attractive estates. The introduction of empty rates has forced landlords to soften asking terms and offer increased incentives to attract occupiers

6.100 In the current economic climate yields have been pushed out with prime yields currently standing at 8%. This would represent prime industrial accommodation let to a strong covenant for a period of 10 years. Multi-let second hand industrial space is likely to achieve between a 12 – 13% yield.

Recent Industrial Deals

6.101 We are aware of the following significant deals which have taken place in recent years, a number of smaller deals will have also been concluded for smaller workshop units which tend to change hands on a regular basis:

- 4 Faverdale Industrial Estate – 5,430 m² (58,451 ft²) was let in July 2009 at a rent of £3.50 ft². Asking price was originally set at £4.50 ft² but to ensure letting of units on the estate rents were dropped as an incentive.
- 1 Faverdale East – 3,716 m² (40,000 ft²) was let in March 2009 at a rent of £3.50 ft².
- Faverdale – TMS took 9,291 m² (100,000 ft²) of warehouse space in March 2009 at a stepped rent ranging from £0.75 ft² - £3.25 ft² on a five year lease with no rent free
- Workshops 1 – 3 Banks Road – 2,563 m² (27,585 ft²) was sold in July 2009 for £365,000 equating to £13.23 ft² to an undisclosed buyer.
- Faverdale North – 3,345 m² (36,000 ft²) was sold in May 2009 for £495,000 equating to £13.75 ft² to Lakeland Estates.
- Lingfield Point – Magnet took 1,858 m² of warehouse space at a rent of £16.14 m² (£1.50 ft²) in April 2004.

- Lingfield Point - Lygo International took 1,709 m² of warehouse space in March 2005 at a rent of £16.14 m² (£1.50 ft²).
- Lingfield Point – The NHS took 2,601 m² of space in April 2002 at a rent of approximately £16.14 m² (£1.50 ft²).
- Lingfield Point – Ferntex has taken 1,858 m² in three lettings in May 2005 at a rent of £16.14 m² (£1.50 ft²).
- Faverdale – Argos purchased the freehold development site from Darlington Borough Council and subsequently developed their own warehousing facility.

Industrial Space Take-up

6.102 Industrial take-up figures over a three-year period taken from Focus reflect an average annual take-up rate of 12,850 m². The figures are shown in **Table 23 (below)**, which includes the relocation of existing businesses within Darlington and therefore doesn't reflect 'new' take-up.

Table 23: Focus Assessment of Industrial Space Take-up in Darlington

Industrial Floor space Take-up	2006 (m ²)	2007 (m ²)	2008 (m ²)	Q2 2009 (m ²)
Darlington	9,921	8,648	19,982	27,100

Source: Focus, Sept 2009

6.103 In addition to floor space take-up we have examined information on site take-up, which has been undertaken by 'Development Monitoring' at Darlington Borough Council. This information sets out the take-up of allocated employment sites (as set out in the Darlington Local Plan 1997), for all uses. **Table 24 (below)** provides a summary of this on an annual basis, by building footprint and by site area.

Table 24: Annual Employment Land Take-up of Allocated Employment Sites in Darlington (ha)

	Year																
	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08	08/09	Total	Aver. P.A
Footprint	0.7	0.69	0.16	0.33	0.34	0.62	0.08	1.46	0.2	0.58	0.71	6.7	0.37	0.86	0.18	13.98	0.9320
Site area	2.48	1.08	0.35	7.2	1.37	5.19	0.16	8.63	1.52	5.2	1.2	20.1	0.75	2.48	0.68	58.39	3.89

Source: Darlington Borough Council Employment Land Database (2009)

6.104 Site take-up figures above do not take account of development elsewhere within the Borough (outside of the allocations), however this does indicate that on the current key allocated sites take-up is around 3.1 ha per annum.

Modern Industrial Requirements

6.105 Development of new industrial sites (which is driven by occupier needs) has become more focussed to main arterial routes and motorway

corridors, which provide access to the motorway network for heavy goods vehicles.

6.106 Modern distribution space is constructed to a high specification and will include dock and level loading access, cross-docking, high eaves (10 metres plus) and large yards with additional lorry parking.

6.107 More traditional industrial occupiers have also shifted their focus and many now require modern clear span space to accommodate new machinery and also provide a good quality image to help increase customer confidence.

Demand - Key Conclusions

6.108 Darlington, which is well placed to meet the need for occupiers who are seeking to reduce operational costs, has seen some demand ripple out from traditional “hot spots” (such as M1, A1, M62 around Leeds) to areas with lower land prices and better labour pools. At the same time the growth of Internet shopping coupled with the need to handle home delivery and the growth in returns of goods is increasing overall demand for distribution accommodation.

6.109 The EU Working Plan Directive is now in force. This will impact on the distribution and logistics sectors in various ways including the location of warehousing and distribution centres. Instead of huge distribution centres serving the whole country, it is expected that companies will look to regional distribution centres, or split their operations into North and South facilities. The investment by Argos Direct at Faverdale East is an example. We understand that this facility is to serve the North of England, Scotland, and Northern Ireland.

6.110 There has been some significant take-up of space within the Darlington area recently with Argos’ 69,676-m² distribution warehouse at Faverdale and Lingfield Warehousing now having occupied a large proportion of the space at Lingfield Point, which has been vacated by BAT. These lettings, and an analysis of the existing stock in the Darlington area, would appear to indicate that, general demand is hard to quantify due to the lack of currently available modern industrial space in units of 929 m² plus.

EMPLOYMENT FORECASTS

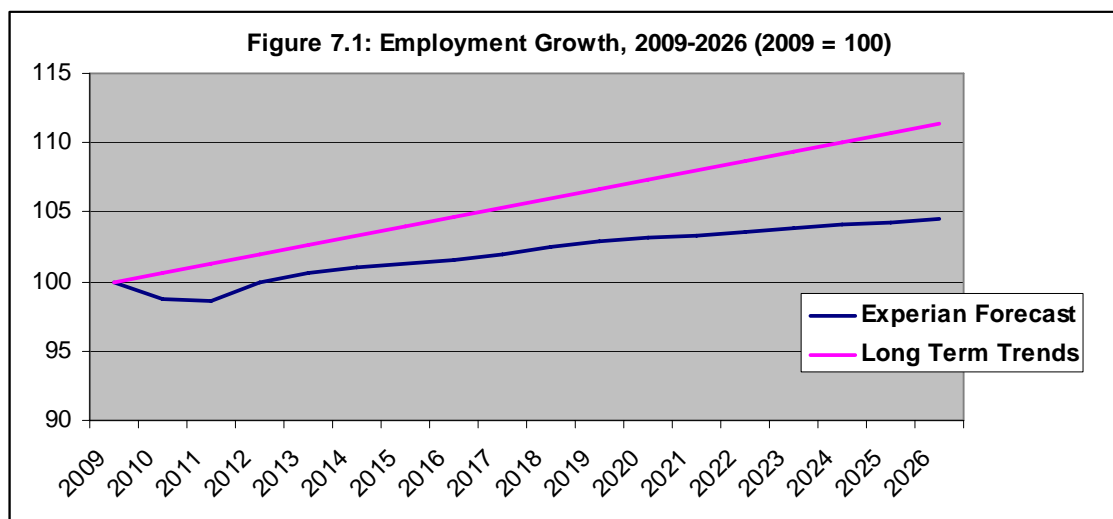
6.111 This section seeks to gain an idea of the likely future for employment in Darlington, in order ultimately to determine which sectors present opportunities for the district. We have used the latest set of employment forecasts for Darlington from Experian’s Regional Planning Service. This is based on a macroeconomic model that predicts the likely changes in key economic variables over time. The forecast for Darlington is provided at a detailed sectoral level.

Overall Employment Change

6.112 **Figure 9 (below)** illustrates the overall trajectory for employment in Darlington over the period 2009 to 2026. Alongside the Experian

forecasts, we have illustrated the employment growth that would occur if recent growth rates over the past decade were to continue (i.e. growth of around 350 jobs per annum). Overall, the Experian forecasts indicate that Darlington's employment base will decrease until 2012, with a period of slow growth projected after this time with the total number of jobs remaining fairly static within the Borough until 2026. This suggests, and is backed up by our partner consultations, that the strong rates of growth experienced in recent years are highly unlikely to continue post 2010.

Figure 9: Employment Growth, 2009-2026 (2009 = 100)



Source: Experian Forecasts (2009) and King Sturge Research (2009)

Key Findings on Darlington's Economy

- 6.113 Darlington and the North East region have suffered a period of significant structural change over the past two decades. The population of Darlington has fallen, and in particular the local authority now has a below average percentage of people of working age between 15 and 39 (compared to the GB average).
- 6.114 The Darlington economy supports 45,300 jobs, a third of which are concentrated in Public Administration, Education and Health services. Another third of employment is made up from the two sectors Distribution, Hotels & Restaurants and Manufacturing Industries.
- 6.115 On the upside, it is important to distinguish the performance of Darlington from that of the North East as a whole and even from the Tees Valley, Darlington's sub-region.
- 6.116 Darlington demonstrates a wealthier profile in many ways. For example, according to the 2001 Census, it has greater proportions of owner-occupied housing, lower unemployment, higher incomes and greater car ownership levels than most other boroughs within the North East. Other indicators help to differentiate Darlington from elsewhere in the region, such as levels of skills attainment and the highest GVA per capita within the region. This relative affluence is likely to have the effect of distorting the changing economic circumstances within the region. It is established within the region that Darlington acts as a 'gateway' to inward

investment ("The Northern Way", 2003). Furthermore, the Regional Spatial Strategy (RSS) comments specifically upon Darlington:

"Darlington plays an important role as a sub-regional employment, retail and cultural centre serving a distinct catchment area serving South Durham and a large part of North Yorkshire, stretching into Richmondshire and Hambleton Districts ... Its unique location together with its market town environment enable Darlington to attract employment in the financial, business services and logistics sectors, which may not otherwise locate in the Tees Valley or the North East".

6.117 It is clear that the North East region is changing in economic and employment terms rapidly and that it will have to increase the pace of this change if it is to compete with the rest of the UK and other European regions; this will involve continuing to move away from a manufacturing base towards a service sector-based economy. Short-term forecasts suggest that despite the fact that there will be GVA growth in 2007 of 2%, this will be below the UK rate of 2.5%. This slower growth is in part due to the greater reliance within the North East on manufacturing than elsewhere in the UK. The effect of this on employment is likely to mean that growth is slow and below that of GVA growth, according to forecasts. However, productivity is increasing and at a more rapid rate than in the UK – though the region is still catching up in this respect.

Sectoral Trends in the Experian Forecasts

6.118 The overall trends for sectors are illustrated in **Table 25 (below)**. Each period is then explored in turn:

Table 25: Sectoral Employment Forecasts, 2009-2026

Sector	Change, 2009-13	Change, 2014-18	Change, 2019-26	Change, 2009-26
Health	395	602	1318	2315
Transport & comms (logistics)	-79	-38	120	3
Business Services	231	931	452	1614
Other 'Other' Services	-155	33	77	-45
Wood & Wood Products	-17	-29	-23	-69
Other 'Other' Manufacturing	-21	208	170	357
Electrical & Optical Equipment	-3	-1	3	-1
Other F&Bs	-46	-3	-57	-106
Rubber & Plastics	53	11	18	82
Fuel Refining	0	0	0	0
Oil & Gas Extraction	0	-1	-1	-2
Minerals	0	-1	-1	-2
Other Mining	0	0	0	0
Transport Equipment	27	53	4	84
Chemicals	-54	-3	-18	-75
Banking & Insurance	-126	-18	-92	-236
Gas, Electricity & Water	-16	-30	11	-35
Textiles & Clothing	-15	-3	-4	-22

Machinery & Equipment	23	5	15	43
Paper, Printing & Publishing	-134	-46	3	-177
Food, Drink & Tobacco	-30	-4	-4	-38
Agriculture, Forestry & Fishing	-71	-69	-34	-174
Retailing	-26	-73	-69	-168
Public Admin. & Defence	-104	-59	-66	-229
Construction	7	-55	23	-25
Wholesaling	66	214	155	435
Hotels & Catering	18	-225	-415	-622
Metals	277	-260	-388	-371
Education	131	-181	-308	-358
Total	331	958	889	2178

Source: Experian Regional Planning Service, forecast for Darlington, 2009

Period 2009 to 2013

Employment is forecast to increase by over 300 jobs in this period. The relatively small net job increases reflects the slowdown in the wider economy with a number of sectors showing little or no growth, whilst a number of sectors including those within professional services showing job losses. The following sectors provide net employment additions:

- Health – the greatest employment increase is registered in the healthcare sector, with 395 net new jobs anticipated in this period. As indicated by the analysis, healthcare activities remain a prime source of employment in Darlington, which continued growth expected in this sector despite the recent downturn experienced in the wider economy.
- Business Services – also a strong source of recent growth, driven principally by the growth in call centres, the business services sector is predicted to gain a further 231 jobs overall.
- Metals – employment growth forecasts remain strong in the 2009-13 period, with over 270 net additional jobs projected.
- Education – the fourth highest sector of employment growth in the period with over 130 net job additions forecast.
- Wholesaling – employment in this sector is forecast to increase by 66 net job additions in the 2009-13 period.
- Rubber & Plastics, Transport Equipment, Machinery & Equipment – sectors show modest employment growth increases, growing by over 100 (combined) net job additions.
- Hotels & Catering – net jobs employment growth by 18 jobs.

In this same period a number of sectors are predicted to see falls in employment, including:

- Paper, Printing & Publishing net employment falls by around 130 jobs.
- Other 'Other' Services falls by over 150 jobs and Banking & Insurance by 126 jobs. The fall in employment in Banking and Insurance sectors is not surprising, given the impacts of the wider economic slowdown on this sector.
- Public Administration & Defence – over 100 net job losses are forecast in the sector.
- Retailing loses 26 jobs.

- Education – in contrast to recent increases, employment in education is set to fall by around 150 jobs.

Period 2014 – 2018

In this period, employment growth projections show an increase of 280% on the total net number of jobs projected for the 2009-13 period. Experian data projects over 950 net job additions being created in Darlington. Key sectors projecting employment growth includes:

- Business Services – is the strongest growing sector with over 900 net job additions forecast between 2014-18, making this sector a key driver of employment growth.
- Health is the second strongest growing sector, with growth of over 600 net job additions.
- Wholesaling and 'Other' Manufacturing net job additions are forecast to be in excess of 200 (each sector). The growth in Other Manufacturing represents a sharp turn around in the employment fortunes of the sector with 208 net additions forecast. In the period 2009-13 this sector is forecasted to lose 21 jobs.
- Retailing, after some falls, begins to grow again, gaining around 100 jobs overall.

Key sectors where net job losses are forecast include:

- Metals – the sector is forecast to contract by 260 jobs.
- Hotels & Catering is forecast to lose over 225 jobs to lose jobs, the second biggest fall of any sector in this period.
- Education – from a position of employment growth during the 2009-23 periods, the sector is forecast to contract by over 180 jobs between 2014-18.

Period 2019-2026

In this period, a total of 889 net job additions are forecast with this growth in employment concentrated within a relatively small number of sectors:

- Health activities continue their strong growth, and are the only sector to continue to grow at a strong pace – 1,300 further jobs being forecast in the sector.
- Business Services also gains jobs - 452 overall
- Transport and Communications (Logistics) – 120 net job gains are forecast.
- 'Other' Manufacturing – 170 net job gains are forecast.

Sectors experiencing economic contraction in the period 2014-18 continue to contract with significant job losses forecast in the following:

- Hotels & Catering – 415 jobs.
- Metals – 388 jobs.
- Education – 308 jobs.
- Banking and insurance – 92 jobs.

Translating Future Jobs Growth into Floor space requirements

6.119 From the Experian data on predicted job numbers for Darlington we have extrapolated the floor space requirements for each of the sectors using English Partnerships' Employment Densities: A Full Guide 2001. Workspace to floor space densities set out in the English Partnerships guidance do not refer specifically to either Standard Industrial Classifications nor the prescribed Use Classes set out in the Town & Country Planning Act Use Classes Order 2005.

6.120 We have therefore had to make some assumptions based upon the sector and the type of space the individual sector is likely to use. In the table below we have included a column in the table below, which sets out the density per workspace per ft² assumptions for each sector.

6.121 **Table 26 (below)** provides a summary of floor space change from 2009 to 2026:

Table 26: Sectoral Floor space requirements forecast 2006-2026

Sectors	Floor space to Work Space Ratio Assumptions from E.P. Guidance (per	Gross Change, 2009-13 m ² (Net Change - 15%)	Gross Change, 2014-18 m ² (Net Change - 15%)	Gross Change, 2019-26 m ² (Net Change - 15%)	Gross Change, 2009-26 m ² (Net Change - 15%)	Gross Average m ² PA (Net Change - 15%)
Health*	19	751 (638)	1,144 (972)	2,504 (2,129)	4,733 (4,023)	507 (431)
Transport & comms (logistics)	80	-6,320 (-5,372)	-3,040 (-2,584)	9,600 (8,160)	1,600 (1,360)	102 (87)
Business Services	32	7,392 (6,283)	29,792 (25,323)	14,464 (12,294)	55,872 (47,491)	5973 (5077)
Other 'Other' Services	340	-52,700 (-44,795)	11,220 (9,537)	26,180 (22,253)	-10,540 (-8,959)	-1436 (-1220)
Wood & Wood Products	540	-9,180 (-7,803)	-15,660 (-13,311)	-12,420 (-10,557)	-41,040 (-34,884)	-4350 (-3698)
Other 'Other' Manufac.	540	-11,340 (-9,639)	112,320 (95,472)	91,800 (78,030)	208,980 (177,633)	22320 (18972)
Electrical & Optical Equipment	365	-1,095 (-931)	-365 (-310)	1,095 (931)	-365 (-310)	-41 (-34)
Other F&Bs	140	-6,440 (-5,474)	-420 (-357)	-7,980 (-6,783)	-15,680 (-13,328)	-1696 (-1441)
Rubber & Plastics	365	19,345 (16,443)	4,015 (3,413)	6,570 (5,585)	31,025 (26,371)	3386 (2878)
Fuel Refining	0	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)
Oil & Gas Extraction	365	0 (0)	-365 (-310)	-365 (-310)	-730 (-621)	-81 (-69)
Minerals	365	0 (0)	-365 (-310)	-365 (-310)	-730 (-621)	-81 (-69)
Other Mining	365	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)
Transport Equipment	365	9,855 (8,377)	19,345 (16,443)	1,460 (1,241)	32,120 (27,302)	3488 (2965)

Sectors	Floor space to Work Space Ratio Assumptions from E.P. Guidance (per	Gross Change, 2009-13 m ² (Net Change - 15%)	Gross Change, 2014-18 m ² (Net Change - 15%)	Gross Change, 2019-26 m ² (Net Change - 15%)	Gross Change, 2009-26 m ² (Net Change - 15%)	Gross Average m ² PA (Net Change - 15%)
Chemicals	365	-19,710 (-16,754)	-1,095 (-931)	-6,570 (-5,585)	-28,470 (-24,200)	-3,103 (-2,637)
Banking & Insurance	240	-30,240 (-25,704)	-4,320 (-3,672)	-22,080 (-18,768)	-61,200 (-52,020)	-6,547 (-5,565)
Gas, Electricity & Water	365	-5,840 (-4,964)	-10,950 (-9,308)	4,015 (3,413)	-13,140 (-11,169)	-1,440 (-1,224)
Textiles & Clothing	215	-3,225 (-2,741)	-645 (-548)	-860 (-731)	-4,945 (-4,203)	-538 (-457)
Machinery & Equipment	365	8,395 (7,136)	1,825 (1,551)	5,475 (4,654)	15,330 (13,031)	1,724 (1,465)
Paper, Printing & Publishing	365	-48,910 (-41,574)	-16,790 (-14,272)	1,095 (931)	-65,700 (-55,845)	-7,239 (-6,153)
Food, Drink & Tobacco	365	-10,950 (-9,308)	-1,460 (-1,241)	-1,460 (-1,241)	-14,235 (-12,100)	-1,561 (-1,327)
Agriculture, Forestry & Fishing	365	-25,915 (-22,028)	-25,185 (-21,407)	-12,410 (-10,549)	-65,335 (-55,535)	-7,158 (-6,084)
Retailing	215	-5,590 (-4,752)	-15,695 (-13,341)	-14,835 (-12,610)	-36,765 (-31,250)	-4,049 (-3,442)
Public Admin. & Defence	240	-24,960 (-21,216)	-14,160 (-12,036)	-15,840 (-13,464)	-57,840 (-49,164)	-6,267 (-5,327)
Construction.	365	2,555 (2,172)	-20,075 (-17,064)	8,395 (7,136)	-16,790 (-14,272)	-1,440 (-1,224)
Wholesale	205	13,530 (11,501)	43,870 (37,290)	31,775 (27,009)	97,375 (82,769)	10,364 (8,809)
Hotels & Catering	0	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)
Metals	365	101,105 (85,939)	-94,900 (-80,665)	-141,620 (-120,377)	-151,840 (-129,064)	-15,959 (-13,565)
Education	0	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)
Gross Total (Net Total)		-99,488 (-84,564)	-1,959 (-1,665)	-32,377 (-27,520)	-138,310 (-117,564)	-15,119 (-12,851)

Source: King Sturge, Experian forecast for Darlington, 2009

* 10% of new jobs generate new office floor space

6.122 All new jobs will not directly generate a requirement for new employment floor space. A proportion of this will be accommodated within existing premises and with increased home working and flexible employment premises; a degree of future employment growth will be space less growth. Using the gross floor space requirement figures we have adjusted floor space requirements to provide a net figure assuming that 15% of all future employment growth will not create new additional floor space.

- 6.123 The net assumptions we have made reflect what is considered to be standard assumption when undertaking this type of economic forecasting.
- 6.124 The most notable job losses forecast in Public Administration, Banking and Insurance, and Paper, Printing and Publishing result in the floor space requirements for these sectors contracting during the period 2009 - 2026. This is expected to have an impact on future vacancy levels, particularly the vacation of older industrial premises. Assuming the standard employment densities set out in the E.P guidance²² these job losses equate to circa 88,000 m² (net) of space becoming vacant in existing premises between 2009 and 2026.
- 6.125 This may well lead to the property market being characterised by some overhang of secondary supply and this situation may be difficult to prevent if the only solution or response is to wait for re-letting/re-occupation to take place. It is generally the case that older complexes are not flexible in terms of design and therefore not readily suited to refurbishment or sub-division. They are therefore unlikely to compete effectively and may remain unoccupied for extended periods.
- 6.126 Depending on individual circumstances, this could lead to dereliction and related security problems, for example vandalism and fly tipping.
- 6.127 In light of this, it will be important for the Council to monitor such issues on a case-by-case basis and be open minded to the possibility of sensitive changes of use, particularly where vacant industrial buildings are in close proximity to housing areas. This process can be guided in part by the recommendations to diversity uses of certain sites in the site assessment work.
- 6.128 In the **Table 27 (below)** each of the sectors has been considered in terms of the type of floor space needed in terms of B1 office space, B2 general industrial and B8 distribution for those sectors, which are demonstrating growth. On the basis of the sectoral growth forecasts projections in Table 26 (above), those sectors demonstrating growth overall by 2026 comprise Transport & Communications (Logistics), Business Services, Other 'Other' Manufacturing, Rubber & Plastics, Transport Equipment, and Machinery & Equipment. Sectors are grouped on the basis of the type of floor space that each will generate demand for:
- **B1 Office:** Business Services
 - **B2 General:** Other 'Other' Manufacturing, Rubber & Plastics, Transport Equipment, and Machinery & Equipment
 - **B8 Distribution:** Transport and Communications (Logistics), and Wholesale

Table 27: Summary of Floor Space Requirements by Industrial Classification

	2009-2013	2014-2018	2019-26	Gross Amount of floor space by type 2009-2026	Average per annum
	M² ha	M² ha	M² ha	M² ha	M² ha

²² Arup (2001); Employment Densities: A Full Guide; Final Report: English Partnerships and the Regional Development Agencies; Arup, London

Table 27: Summary of Floor Space Requirements by Industrial Classification

	2009-2013	2014-2018	2019-26	Gross Amount of floor space by type 2009-2026	Average per annum
	M² ha	M² ha	M² ha	M² ha	M² ha
B1 Offices	7,392 2.30	29,792 9.27	14,464 4.50	55,872 17.38	3,104 0.97
B2 General	26,255 5.72	137,505 29.95	105,305 22.94	287,455 62.61	15,970 3.48
B8 Distribution	7,210 1.57	40,830 8.89	41,375 9.01	98,975 21.55	5,499 1.20
Total	40,857 / 9.59	208,127 48.11	161,144 36.44	442,302 101.54	24,572 5.64

Source: King Sturge Research (2009)

6.129 To summarize, from the table above the total land requirement for new commercial space using the employment forecast model is as follows:

- Offices - 17.4 ha
- General Industrial - 62.3 ha
- Distribution - 21.6 ha

6.130 The total anticipated land requirement for all employment land equates to just over 101 ha of land up to 2026.

Comparative analysis of take-up figures

6.131 The total land requirement projected using the Experian data can be benchmarked against the other sources mentioned previously in this report. These sources are shown in **Table 28 (below)** and provide evidence of different levels of take-up and given that the Experian employment model has its limitations; particularly where current planning policy is pushing towards higher growth expectations for Darlington in terms of attracting more occupiers and investors, we consider it essential that all these sources are considered in terms of making an assessment of how well supply matches demand;

Table 28: Anticipated Employment Take-up by Source			
Source	Average Take-up P.A. m²	Average Take-up P.A. Ha	Total take-up 2009-2026
B1 Offices			
Prime-Focus	5,410	1.68	30.24
Experian Projections	3,104	0.97	17.38
B2 and B8 Industrial and Warehousing/Distribution			
Prime-Focus	9,921	2.16	39.12
Experian Projections	21,469	4.68	84.16
Other Sources of Take-up/Predictions (all employment uses)			
Darlington Council Annual Monitoring Report (1995-2009 average take-up)	9,320	0.93	13.98
RSS Allocation	156,700	15.67	235
Tees Valley Joint Strategy Unit Paper (Examination in Public) Take-up 1996 – 2000	25,000	2.5	37.5

Source: King Sturge Research (2009)

6.132 Predicted employment take-up figures for office, industrial and warehousing/distribution vary fairly dramatically depending on the source of information, to summarise the total land requirements are as follows;

- Prime/Focus – 69.36ha
- Experian Forecasts – 101.5 ha
- Regional Spatial Strategy 360 ha

6.133 Floor space requirements taken from the projected employment change fall below the aspirations for increased growth in Darlington, which will be delivered through the Gateway Strategy. We have therefore taken the view that historical trend based evidence is a better indicator of future need for employment land.

6.134 King Sturge suggest the adoption of the Experian data and assume the minimum need for additional employment land up to 2026 is likely to be in the order of 101.5ha. This figure could be increased up to 360 ha as directed by the Regional Spatial Strategy. However the amount of additional employment land needed will depend on whether a market-led historic take-up demand scenario is used, or whether a policy led scenario is used.

6.135 Taking this into consideration the need for additional available employment land up to 2026 should be 101.5ha as a minimum and 360ha as a maximum.

7.0 STAGE 3 IDENTIFYING A NEW PORTFOLIO OF SITES

Equating supply with demand

7.1 The amount of available land within the existing employment allocations in the local plan provides in excess of 335ha. On this basis, it is evident that there is a significant amount of supply available to provide for employment needs in Darlington.

7.2 However, the overall supply needs to be considered in the context of modern occupier requirements and the need to direct the development of employment in sustainable locations, together with site constraints and other planning issues, when determining which sites should be included within the new employment portfolio.

7.3 **Table 29 (below)** shows the structure of the employment land. In this table, all of the existing allocated sites in the Local Plan are retained with the exception of the Heighington Lane site recommended for deallocation. In excess of 25ha is allocated as new employment land that restructures the overall supply of the employment land portfolio. The table shows the available land together with land to become available for employment development through master planning work, such as the town centre fringe sites.

Table 29: Structure of Employment Land

Employment Land Type	Gross Site Area (ha)	GF Available (ha)	PDL Available (ha)	Net Available Land (ha)	Assumed Additional land to become available on new sites	Total land
Existing Employment Land	789.88	295.65	40.1	335.75	24.6	360.35
New Employment Land	39.11	22.43	2.94	25.37	4.29	29.66
Heighington Lane (Deallocated)	-8.02	-8.02	0	-8.02	0	0
Total Employment Land	828.99	318.08	43.04	361.12	28.89	390.01

Source: Darlington Borough Council Employment Land Database

7.4 With assumptions based on the town centre fringe sites apportionment of mixed uses are applied to the sites, together with an indicative figure of 50% to the remaining mixed use sites (suburban mixed use locations) the net supply of land is estimated at 360 ha and this is shown in **Table 30 (below)** which provides a summary of the employment land categories that will be explained in more detail later in this report.

Table 30: Assessed Employment Land Availability

Employment land Type	Gross Site Area (ha)	GF Available (ha)	PDL Available (ha)	Net Land Available (ha)	Land not currently available	Total
High Quality Business Parks	12.6	10.83	0	10.83	0	10.83
Prestige Business Locations	249.22	89.54	8.33	97.87	0	97.87
General Industrial / Business Areas	102.42	11.28	10.2	21.48	0	21.48
Warehouse / Distribution Parks	186.08	156.36	8.35	164.71	0	164.71
Airport Related General Employment Locations	124.71	24.6	0	24.6	0	24.6
Central Urban Mixed use Locations	71.12	0	12.953	12.953	14.715	27.668
Suburban Mixed Use Locations	82.84	12.735	0.675	13.41	0	13.41
Total (ha)	828.99	305.345	40.508	345.853	14.715	360.568

Source: Darlington Borough Council Employment Land Database

Structure of the recommended portfolio of sites

7.5 It is anticipated from the research carried out, that the recommended portfolio will ensure that adequate land is available so that the scale and quality of employment land provision meets requirements to assist in the accelerated growth of the regional economy.

7.6 As previously discussed the majority of the portfolio, approximately 94%, consists of land already allocated as employment land in the Local Plan, most of this reserved for exclusive employment use, whereas some areas (Valley Street, Borough Road, Blackett Road, McMullen Road East, Lingfield Point and Morton Park), would be better utilised as mixed use. In excess of 5% of the portfolio is made up of newly allocated employment land and less than 1% is recommended for de-allocation.

New Portfolio – Existing employment sites

7.7 **Table 31 (below)** shows the sites that are recommended to be included in the new portfolio, that already exist as allocations for employment in the Local Plan.

Table 31: Recommended Employment Land Portfolio – Existing Employment Sites

No	Site Name	Gross Site area (ha)	GF Available (ha)	PDL Available (ha)	Net Available Land (ha)	Local Plan Policy
1	Faverdale	120	120	0	120	EP8
2	Faverdale East Business Park	66.08	36.36	8.35	44.71	EP3.5
3	Faverdale Industrial Area	56.78	5	0	5	EP2.7
4	Drinkfield	15.27	4.34	0.82	5.16	EP2.8
5	Whessoe Road	11.8	0	0	0	EP2.8
15	Valley Street	21.77	0	1.87	1.87	EP2.1
16	Cleveland Street	18.88	0	0.96	0.96	EP2.2
17	Albert Hill	16.02	1.27	0	1.27	EP2.3
23	Borough Road (to be combined	4.7	0	0	0	EP2.10

	with East Town Centre Fringe)					
24	Central Park	27.97	0	10	10	EP4
26	Blackett Road	2.86	0	1.35	1.35	EP2.4
27	Red Barnes Way	11.83	0	0	0	EP2.4
28	McMullen Road West	8.42	0	8.42	8.42	EP3.1
29	Banks Road	11	0	0	0	EP2.5
32	McMullen Road East	6.73	6.73	0	6.73	EP3.2
33	Lingfield Point	45.56	14.94	0	14.94	EP2.6
34	Yarm Road Industrial Area	73.13	1.45	8.33	9.78	EP2.6
35	Yarm Road South Extension	40.8	40.8	0	40.8	EP2.6
37	Yarm Road South	36.22	0	0	0	EP2.6
38	Morton Park	12.8	0.71	0	0.71	EP2.6
39	Yarm Road North Extension	42.29	42.29	0	42.29	EP2.6
40	Morton Palms	12.6	10.83	0	10.83	EP3.3
42	Airport North	66.07	5.26	0	5.26	EP9
43	Airport South	39.3	0	0	0	EP10
45	Heighington Lane North	5.67	5.67	0	5.67	EP3.6
47	Aycliffe Industrial Estate	15.33	0	0	0	EP2.9
Total (ha)		789.88	295.65	40.1	335.75	

Source: Darlington Borough Council Employment Land Database

7.8 The sites will be discussed in greater detail later in the report.

New Portfolio – New Employment sites

7.9 **Table 32 (below)** shows sites recommended for inclusion in the new employment land portfolio, that have not been identified previously for employment uses in the Local Plan, but that would be suitable for employment uses and would benefit from restricting other uses on the sites;

Table 32: Recommended Employment Land Portfolio – New Employment Sites

No	Site name	Type of employment use	Gross Site area (ha)	GF Available (ha)	PDL Available at present (ha)	Net Land Available at present (ha)	Plus additional land to be delivered through TC Fringe work	Total (with assumptions made for employment land element)
18	South East Town Centre Fringe (Includes Beaumont Street and Feethams)	B1	7.23	0	2.94	2.94	4.29	5.4225 (75% employment)
22	East Town Centre Fringe (To be combined with Borough Road)	B1	9.45	0	0	0	4.7	3.5375 (25% employment)
31	McMullen Road Open Space	B1	3.09	3.09	0	3.09	0	3.09
44	Airport Extension	B1	19.34	19.34	0	19.34	0	19.34
	Valley Street * not included in totals as existing employment site	B1	21.77	0	0	0	19.9	7.96 (40% employment)
Total (ha)			39.11	22.34	2.94	25.37	28.89	39.35

Sites not recommended to be taken forward to the new portfolio

7.10 All of the sites included in the review were subject to the same assessment criteria. In order to equate supply with demand and to include only sites that were appropriate for employment uses, some of the sites assessed have not been brought forward and recommended for inclusion in the new employment land and premises portfolio.

Sites recommended to be de-allocated from employment uses

7.11 **Table 33 (below)** shows the only site recommended to be removed from the existing employment land portfolio.

Table 33: Site recommended for deallocation

No	Site name	Gross Site area (ha)	GF Available (ha)	PDL Available (ha)	Net Land Available (ha)	Sustainability Score (50)	Marketability Score (50)	Overall Score (100)
46	Heighington Lane South	8.02	8.02	0	8.02	-15	0	-15

7.12 The recommendation arises from site assessments and local intelligence. Heighington Lane South site is isolated from the Heighington Lane North site and is isolated from other employment uses and in a generally unsustainable greenfield location. There are much more suitable and marketable sites at Aycliffe to the north and Faverdale to the south. Site access is via a C class road from Heighington Lane and the site is not close to any public transport or cycle routes.

7.13 Overall, the site is remote and was considered the most unsustainable location of all of the sites assessed. Given its poor location in relation to communities or other employment uses, and its marketability, the continued allocation of the site would be contrary to RSS Policy 18, which indicates a general presumption in favour of regenerating and upgrading existing employment land and premises in advance of allocating new sites on greenfield land²³.

Site not included in the Employment Land Portfolio

7.14 All of the sites that are not recommended to be brought forward into the new employment land and premises portfolio were sites that were not allocated in the Local Plan as employment land. **Table 34 (below)** identifies the sites that were not included in the recommended employment land portfolio.

²³ The site is not part of the Key Employment Location of Heighington Lane West, as indicated in Policy 20 in the RSS, which only includes the north side of 5ha, which is well related to the existing area.

Table 34: Recommended – No use restriction sites

No	Site name	Gross Site area (ha)	GF Available (ha)	PDL Available (ha)	Net Land Available (ha)	Sustainability Score (50)	Marketability Score (50)	Overall Score (100)	Reasons
6	Longfield Road	1.39	0	0	0	25	5	30	B, D, F
7	Meynell Road	4.88	0	0	0	25	15	40	A, B, C
8	Central Cross Town Route	13.5	0	13.5	13.5	25	0	25	A, B, C
9	Stooperdale Offices	1.27	0	0	0	25	10	35	A, B, C, F
10	Mowden Hall	1.11	0	0	0	25	10	35	A, B, C, F
11	Broken Scar Waterworks	4.38	0	0	0	25	5	30	A, B, D, F
12	Woodburn Nursery	1.75	0	0	0	25	5	30	A, B, E, F
13	Darlington Arts Centre	2.74	0	0	0	25	5	30	A, B, C, F
14	North West Town Centre Fringe	11.95	0	0	0	30	10	40	B, C, F
19	Feethams Football Ground	2.02	0	2.02	2.02	10	-10	0	B, F
20	Cattle Market	2.2	0	0	0	35	15	50	B, E, F
25	Barton Street	0.3	0	0	0	25	15	40	B, C, F
30	Red Hall Stables	0.53	0	0.53	0.53	5	-10	-5	E, F
36	A66 Wedge	29.09	29.09	0	29.09	-10	-10	-20	B, D, E, F
41	Skipbridge	10.78	0	0	0	0	5	5	A, B, D, F

7.15 The sites included in the table were not included in the recommended employment land and premises portfolio for the following reasons, which are shown against each site in the final column:

- A. The site is already operating viably and needs no intervention from planning; or
- B. There is no market justification for restricting the use to either employment land or mixed use; or
- C. The sites were either already a sustainable development; or
- D. The sites were not in a sustainable location; or
- E. The site is not suitable for use as employment land or mixed use; or
- F. There is no planning policy justification for restricting the use to either employment land or mixed use.

7.16 Detailed reasoning can be found in the site assessments for these sites contained in **Appendix 4**. The sites will remain under review and will be considered in the next employment land review as existing portfolio sites are developed.

Employment Portfolio categories

7.17 In the current Local Plan, employment sites are restricted to uses B1, B2 and B8. This has sometimes proved to be too restrictive and in some cases had led to appropriate development not taking place due to the inflexibility of the policies.

7.18 In order to reflect national and regional planning policy the new portfolio of employment sites has been divided up into groups of sites that better reflect their current and future uses. In order to provide greater clarity, the new employment portfolio is therefore divided into categories regarding the future use of the site curtilage, as follows;

- High Quality Business Parks
- Prestige Business Locations
- General Industrial / Business Areas;
- Warehouse / Distribution Parks;
- Airport Related General Employment Locations;
- Central Urban Mixed Use Locations; and
- Suburban Mixed Use Locations.

7.19 The reasoning behind and the precise nature of these categories are described below.

High Quality Business Parks

7.20 This category covers areas where the predominant use is, and will continue to be, B1 (a) offices. These will already have an existing cluster of high quality office buildings and the marketability of the site for future development would show excellent potential.

7.21 Uses on the site should be restricted to B1 (a) offices to ensure that an appropriate environment is created and maintained to allow existing businesses to operate and future occupiers to be attracted. This does not preclude the possibility of genuine ancillary development to serve the main use, such as small-scale crèche facilities or cafes, where this can genuinely be justified and would be viable to serve the site.

Prestige Business Locations

7.22 This category identifies areas where the current or future use is mixed between B1, B2 and B8, however the accent is on the quality of the business being carried out at the location, which demands a particular environment to be achieved. Essentially, these locations are the best sites in the borough for major employers, whether it is offices; call centres, manufacturing or storage uses, as existing clusters of similar businesses also co-exist. These sites make up a high proportion of the new portfolio as they offer high quality flexible business premises to a range of occupiers.

7.23 These sites are potentially the most important sites to the Darlington economy as they contain some of the biggest employers in the borough. Therefore uses should be restricted to B1, B2 and B8 that doesn't harm the business environment to the area, with only beneficial sui generis or ancillary uses being allowed so as to keep the high quality business function of the sites and so as to prevent leaking land to other non-employment uses.

General Industrial / Business Areas

7.24 This category identifies areas where the current or future use is mixed between B1, B2 and B8. The difference between general and prestige sites is that the mix of businesses tends to be wider and allows for uses that may harm

an environment that is predominantly office based. General sites commonly include heavy industrial processes, manufacturing, scrap yards and smaller diverse businesses. These sites are predominantly on old historic industrial land towards the centre of the urban area.

- 7.25 These sites play an important part in the Darlington economy. Potential uses should be restricted to B1, B2 and B8 and to sui generis developments where a predominant industrial process is taking place. Genuine ancillary uses should not be precluded as long as they do not harm the potential to operate general industry on the site.

Warehouse / Distribution Parks

- 7.26 This category identifies areas where the current or future use will continue to be (either through market attractiveness or planning policy) predominantly storage and distribution. Typically located on the periphery of the urban area close to transport links, these sites do not often provide the most sustainable location for employment developments. Expansion land is often required to provide an attractive location and soften the impact on residential properties and therefore most in this category are greenfield sites.

- 7.27 To take full advantage of Darlington's location, these sites should be restricted to predominantly B8 uses with the possibility of B1 and B2 uses where they are ancillary and appropriate. Because of the relatively unsustainable location of these sites, sui generis and other uses not directly attached to the distribution use should be excluded.

Airport related General Employment Locations

- 7.28 This category identifies areas that are situated at and closely related to Durham Tees Valley Airport and require an airport location for their business.
- 7.29 Uses at these locations should be for B1, B2 and B8 with appropriate other uses providing they are serving the functioning of the airport businesses. However, it must be demonstrated that it is essential that these B1, B2 and B8 and other uses have to be located within these sites due to their business connections with the airport.

Central Urban Mixed Use Locations

- 7.30 This category identifies sites that are within the town centre or on the town centre fringe. They are in an extremely sustainable location and therefore provide excellent mixed-use employment development opportunities.
- 7.31 Employment uses on these prime development sites should be B1, with an emphasis placed on promoting B1 (a) office development. Other uses apart from employment uses should be as broad based as possible, reflecting their prominent and sustainable location, including residential, retail and leisure.

Suburban Mixed Use Locations

- 7.32 This category identifies sites that are away from the town centre and out towards the suburban area of the urban area. The sites do not, on the whole, benefit from the highly sustainable location of the central sites, however they are close to existing services, residents and transport nodes. Often these sites will

be previously allocated employment sites in the Local Plan that are in a sustainable location but are no longer fit for purpose as pure employment sites as their marketability is poor.

7.33 Employment uses on these sites should be restricted to appropriate B1 and B2 uses with a move away from B8 due to the nature of the business and potential harm on future residential uses. Other uses should be more focussed than central sites, with an emphasis on residential with ancillary uses. Ideally leisure and retail should be restricted on these sites and focussed towards the town centre and central mixed-use locations.

7.34 **Table 35 (below)** identifies the full portfolio of sites, broken down by employment category, taking into account the descriptions provided above.

Table 35: Sites recommended for Employment Land Portfolio by category

No	Site name	Gross Site area (ha)	GF Available (ha)	PDL Available (ha)	Net Land Available (ha)	Sustainability Score (50)	Marketability Score (50)	Overall Score (100)
High Quality Business Parks (B1a only)								
40	Morton Palms	12.6	10.83	0	10.83	10	35	45
		12.6	10.83	0	10.83			
Prestige Business Locations (B1 / B2 and B8)								
3	Faverdale Industrial Area	56.78	5	0	5	25	25	50
34	Yarm Road Industrial Area	73.13	1.45	8.33	9.78	25	30	55
35	Yarm Road South Extension	40.8	40.8	0	40.8	-5	20	15
37	Yarm Road South	36.22	0	0	0	35	40	75
39	Yarm Road North Extension	42.29	42.29	0	42.29	-5	25	20
		249.22	89.54	8.33	97.87			
General Industrial / Business Areas (B1 / B2 and B8)								
4	Drinkfield	15.27	4.34	0.82	5.16	20	5	25
16	Cleveland Street	18.88	0	0.96	0.96	30	25	55
17	Albert Hill	16.02	1.27	0	1.27	30	20	50
27	Red Barnes Way	11.83	0	0	0	30	30	60
28	McMullen Road West	8.42	0	8.42	8.42	25	25	50
29	Banks Road	11	0	0	0	25	15	40
45	Heighington Lane North	5.67	5.67	0	5.67	-10	10	0
47	Aycliffe Industrial Estate	15.33	0	0	0	15	15	30
		102.42	11.28	10.2	21.38			
Warehouse / Distribution Parks (B8)								
1	Faverdale Reserve	120	120	0	120	-5	25	20
2	Faverdale East Business Park	66.08	36.36	8.35	44.71	5	45	50
		186.08	156.36	8.35	164.71			
Central Urban Mixed Use Locations (B1)								
15	Valley Street	21.77	0	1.87	1.87	35	20	55
18	South East Town Centre Fringe (Includes Beaumont Street and Feethams)	7.23	0	2.94	2.94	35	35	70
22	East Town Centre Fringe (Includes Borough Road)	14.15	0	0	0	30	25	55
24	Central Park	27.97	0	10	10	40	25	65
		71.12	0	14.81	14.81			
Suburban Mixed Use Locations (B1 and B2)								

5	Whessoe Road	11.8	0	0	0	40	-10	30
26	Blackett Road	2.86	0	1.35	1.35	25	10	35
32	McMullen Road East	6.73	6.73	0	6.73	5	25	30
33	Lingfield Point	45.56	14.94	0	14.94	35	20	55
38	Morton Park	12.8	0.71	0	0.71	25	35	60
31	McMullen Road Open Space	3.09	3.09	0	3.09			
		82.84	25.47	1.35	26.82			
Airport Related General Employment Locations (B1, B2 and B8)								
42	Airport North	66.07	5.26	0	5.26	35	30	65
43	Airport South	39.3	0	0	0	-10	0	-10
44	Airport Extension	19.34	19.34	0	19.34	-10	20	10
		124.71	24.6	0	24.6			
Total		828.99	318.08	43.04	361.12			

7.35 **Appendix 3** details the sites within each of their categories and provides reasoned arguments / evidence as to how the sites were assessed.

7.36 **Table 36 (below)** considers the identified land supply in the context of their respective market segments and the annual average take-up. It shows that based on the employment forecast model of Experian, by broad industrial classification, a reasonable supply of sites exist (or can be delivered in the life of the plan) in the majority of the key market segments within the Borough. The table has used the estimated available land and assumed an equal split of that land for each of the business sectors. The table shows a minor shortfall in land available for B2 uses however in reality, the mix of uses within each site will not be an equal split and shortfalls in this area is likely to be accommodated on the available sites.

Table 36: Recommended Employment Land Portfolio: Available Land by market segment

Category	B1 available (ha)	B2 available (ha)	B8 available (ha)	Total Available
High Quality Business Parks	10.83	-	-	10.83
Prestige Business Locations	32.623	32.623	32.623	97.87
General Industrial / Business Areas	7.16	7.16	7.16	21.48
Warehouse / Distribution Parks	-	-	164.71	164.71
Central Urban Mixed Use Locations	27.384	-	-	27.661
Suburban Mixed Use Locations	6.705	6.705	-	13.41
Airport Related General Employment Locations	8.2	8.2	8.2	24.6
Total	92.902	54.688	212.694	360.568
Total land requirement 2009-2006 (ha)	17.38	62.61	21.55	101.54
Difference	+75.522	-7.522	+191.144	+259.028

7.37 The Central Urban mixed-use locations are sequentially preferable sites to many of the other sites in the portfolio, for B1a uses and should therefore be the focus for new office development. The prioritisation of these particular sites may provide additional B1 land in the general business locations for the shortfall in available B2 land, together with turnover of existing premises. Nevertheless, account must be taken of providing some choice and the higher land values on

the sites on the periphery of the town centre, which will attract a different type of occupier.

- 7.38 Taking into account the estimated available employment land and the land provided by the recommended additional employment sites, a good supply of sites are considered to exist to accommodate existing and future business needs.

8.0 PHASING OF THE NEW PORTFOLIO

8.1 The sites that have been recommended to be brought forward into the new employment portfolio have also been assessed as to their deliverability timescale and broken down into the following delivery categories:

- iv) 0-5 Years (2011 – 2016) (Immediate Availability)
- v) 6-10 Years (2016 - 2021) (Medium Term Availability)
- vi) 11-25 Years (2021 onwards) (Long Term Availability)

8.2 The phasing of each site depended a combination of the following factors:

- Current Availability of site;
- Current deliverability of site (including site constraints);
- Planning applications / proposals;
- Potential to meet particular requirements in terms of providing a supply of the right types of employment land;
- Ability to contribute to wider sustainability / regeneration priorities; and,
- Matching supply with an identified demand.

8.3 **Table 37 (below)** identifies how the net allocation of the new portfolio is broken down into deliverability timescales over the next 25 years.

Table 37: Recommended Employment Land portfolio by deliverability timescale (gross allocated land)

Employment Land Type	0-5 Years	6-10 Years	11-25 Years
High Quality Business Parks	5.415	5.415	0
Prestige Business Locations	4.92	26.08	66.87
General Industrial / Business Areas	7.157	7.157	7.157
Warehouse / Distribution Parks	14.903	74.903	74.903
Airport Related General Employment Locations	1.753	11.423	11.423
Central Urban Mixed Use Locations	5	22.668	0
Suburban Mixed Use Locations	4.47	4.47	4.47
Total (ha)	43.618	152.116	164.823
% Breakdown of Net Land	12%	42%	46%

Source: *Darlington Borough Council Employment Land Database*

8.4 The breakdown shows a relatively even split between sites that are available in the medium and long term. The fact that a reasonable proportion of sites offer immediately available land on which development can take place provides a robust portfolio of employment sites. The new portfolio will ensure that there is provision of adequate land so that the scale and quality of employment land provision meets requirements to assist the accelerated growth in the regional economy.

SUSTAINABILITY AND MARKETABILITY OF THE EMPLOYMENT LAND PORTFOLIO

8.5 **Table 38 (below)** is based on the site assessments included as part of this Employment Land Review and ranks the recommended portfolio of employment sites in order of their sustainability scoring.

Table 38: Sustainability ranking of sites

No	Site Name	Gross Site Area (ha)	GF Available (ha)	PDL Available (ha)	Net Available Land (ha)	Sustainability Score (50)
21	South East Town Centre Fringe	3.81	0	0	0	40
24	Central Park	27.97	21.35	5.27	26.62	40
23	Borough Road	4.7	0	0	0	40
5	Whessoe Road	11.8	0	0	0	40
37	Yarm Road South	36.22	0	0	0	35
18	Beaumont Street & Feethams	2.94	0	2.94	2.94	35
42	Airport North	66.07	5.26	0	5.26	35
15	Valley Street	21.77	0	1.87	1.87	35
33	Lingfield Point	45.56	14.94	0	14.94	35
27	Red Barnes Way	11.83	0	0	0	30
16	Cleveland Street	18.88	0	0.96	0.96	30
22	East Town Centre Fringe	3.48	0	0	0	30
17	Albert Hill	16.02	1.27	0	1.27	30
38	Morton Park	12.8	0.71	0	0.71	25
34	Yarm Road Industrial Area	73.13	1.45	8.33	9.78	25
3	Faverdale Industrial Area	56.78	5	0	5	25
28	McMullen Road West	8.42	0	8.42	8.42	25
29	Banks Road	11	0	0	0	25
26	Blackett Road	2.86	0	1.35	1.35	25
4	Drinkfield	15.27	4.34	0.82	5.16	20
47	Aycliffe Industrial Estate	15.33	0	0	0	15
40	Morton Palms	12.6	10.83	0	10.83	10
2	Faverdale East Business Park	66.08	36.36	8.35	44.71	5
32	McMullen Road East	6.73	6.73	0	6.73	5
39	Yarm Road North Extension	42.29	42.29	0	42.29	-5
1	Faverdale Reserve	120	120	0	120	-5
35	Yarm Road South Extension	40.8	40.8	0	40.8	-5
44	Airport Extension	19.34	19.34	0	19.34	-10
45	Heighington Lane North	5.67	5.67	0	5.67	-10
43	Airport South	39.3	0	0	0	-10

Source: Darlington Borough Council Employment Land Database: ELR Site assessments

8.6 The majority of the sites in the Borough score 50% or above in the sustainability assessment (shaded). This reflects well on the current gross employment land allocation for existing businesses and small infill opportunities. As previously predicted those that score highest were locations near sustainable transport nodes and the town centre, also sites that offered the regeneration of underuse previously

developed land also scored highly reflecting the need to locate development in these areas.

8.7 However, the majority of the available employment land is on sites that scored less than 50% in the sustainability assessment. In fact, the majority of the available employment land is currently on sites that scored less than 10% in the sustainability assessment, these mainly being urban edge greenfield sites. As previously discussed this is due to the fact that nearly all of the existing sustainable sites are fully developed and offer little or no viable expansion land.

8.8 **Table 39 (below)** is based on the site assessments and ranks the sites of the recommended employment land portfolio in order of their marketability scoring.

Table 39: Marketability Ranking of sites

No	Site Name	Gross Site Area (ha)	GF Available (ha)	PDL Available (ha)	Net Available Land (ha)	Marketability Score (50)
2	Faverdale East Business Park	66.08	36.36	8.35	44.71	45
37	Yarm Road South	36.22	0	0	0	40
18	Beaumont Street & Feethams	2.94	0	2.94	2.94	35
38	Morton Park	12.8	0.71	0	0.71	35
40	Morton Palms	12.6	10.83	0	10.83	35
21	South East Town Centre Fringe	3.81	0	0	0	30
42	Airport North	66.07	5.26	0	5.26	30
27	Red Barnes Way	11.83	0	0	0	30
34	Yarm Road Industrial Area	73.13	1.45	8.33	9.78	30
24	Central Park	27.97	21.35	5.27	26.62	25
16	Cleveland Street	18.88	0	0.96	0.96	25
22	East Town Centre Fringe	3.48	0	0	0	25
3	Faverdale Industrial Area	56.78	5	0	5	25
28	McMullen Road West	8.42	0	8.42	8.42	25
32	McMullen Road East	6.73	6.73	0	6.73	25
39	Yarm Road North Extension	42.29	42.29	0	42.29	25
1	Faverdale Reserve	120	120	0	120	25
15	Valley Street	21.77	0	1.87	1.87	20
33	Lingfield Point	45.56	14.94	0	14.94	20
17	Albert Hill	16.02	1.27	0	1.27	20
35	Yarm Road South Extension	40.8	10.8	0	40.8	20
44	Airport Extension	19.34	19.34	0	19.34	20
29	Banks Road	11	0	0	0	15
47	Aycliffe Industrial Estate	15.33	0	0	0	15
26	Blackett Road	2.86	0	1.35	1.35	10
45	Heighington Lane North	5.67	5.67	0	5.67	10

4	Drinkfield	15.27	4.34	0.82	5.16	5
43	Airport South	39.3	0	0	0	0
23	Borough Road	4.7	0	0	0	-5
5	Whessoe Road	11.8	0	0	0	-10

Source: Darlington Borough Council Employment Land Database: ELR Site assessments

8.9 The slight majority of sites scored 50% or more in the marketability assessment (shaded). This reflects well on the ability of the recommended employment portfolio to be able to attract new business and keep existing employers in the Borough. Also of significance is that the vast majority of available employment land is also included in this bracket.

8.10 However, the assessment highlighted weaknesses in some of the sites where market collapse had occurred over recent years in need of intervention. This intervention has taken the form of loosening restrictions on the uses that can be allowed on the site, taking into account its location, to enable mixed use to accelerate recovery.

8.11 **Table 40 (below)** is based on the site assessments and ranks the sites of the recommended employment land portfolio in order of their overall aggregate assessments.

Table 40: Overall Assessment of Sites

No	Site Name	Gross Site Area (ha)	GF Available (ha)	PDL Available (ha)	Net Available Land (ha)	Overall Score (100)
37	Yarm Road South	36.22	0	0	0	75
21	South East Town Centre Fringe	3.81	0	0	0	70
18	Beaumont Street & Feethams	2.94	0	2.94	2.94	70
24	Central Park	27.97	21.35	5.27	26.62	65
42	Airport North	66.07	5.26	0	5.26	65
27	Red Barnes Way	11.83	0	0	0	60
38	Morton Park	12.8	0.71	0	0.71	60
15	Valley Street	21.77	0	1.87	1.87	55
33	Lingfield Point	45.56	14.94	0	14.94	55
16	Cleveland Street	18.88	0	0.96	0.96	55
22	East Town Centre Fringe	3.48	0	0	0	55
34	Yarm Road Industrial Area	73.13	1.45	8.33	9.78	55
17	Albert Hill	16.02	1.27	0	1.27	50
3	Faverdale Industrial Area	56.78	5	0	5	50
28	McMullen Road West	8.42	0	8.42	8.42	50
2	Faverdale East Business Park	66.08	36.36	8.35	44.71	50
40	Morton Palms	12.6	10.83	0	10.83	45

29	Banks Road	11	0	0	0	40
23	Borough Road	4.7	0	0	0	35
26	Blackett Road	2.86	0	1.35	1.35	35
5	Whessoe Road	11.8	0	0	0	30
47	Aycliffe Industrial Estate	15.33	0	0	0	30
32	McMullen Road East	6.73	6.73	0	6.73	30
4	Drinkfield	15.27	4.34	0.82	5.16	25
39	Yarm Road North Extension	42.29	42.29	0	51.29	20
1	Faverdale Reserve	120	120	0	120	20
35	Yarm Road South Extension	40.8	40.8	0	40.8	15
44	Airport Extension	19.34	19.34	0	19.34	10
45	Heighington Lane North	5.67	5.67	0	5.67	0
43	Airport South	39.3	0	0	0	-10

Source: Darlington Borough Council Employment Land Database: ELR Site assessments

8.12 The sites that scored highest in the aggregate table are those in a sustainable location and are also marketable for existing and future employment development. Sites such as Yarm Road South include occupiers like Orange and Cummins are major employers in the Borough and act as magnets to attract other occupiers to the area. Often these sites exist employment allocations from the Local Plan.

8.13 Other sites that score well overall were potential future development areas such as Beaumont Street and Feethams and also Central Park, where the Council is actively promoting these sites for redevelopment. These sites offer excellent development opportunities for mixed-use developments in highly sustainable locations.

8.14 The sites that scored poorly mainly consist of sites that are required to be included in the portfolio carried down from the Regional Spatial Strategy. Key Employment Sites advocated in RSS policy 20, specifically the sites at Faverdale Reserve and Heighington Lane North are in relatively unsustainable locations and are not currently highly marketable sites.

9.0 CONCLUSIONS AND RECOMMENDATIONS

- 9.1 The objectives of this Employment Land Review, as set out in the Employment Land Review Guidance Note (OPDM, 2004) were to provide a robust evidence base to inform strategic employment land policy in the Core Strategy and site-based allocations in the Accommodating Growth Development Plan Document. This section therefore concludes by bringing together the key findings of the review in order to make recommendations for the Darlington Local Development Framework.
- 9.2 Darlington has a total of 27 existing employment allocations as identified in the existing Borough of Darlington Local Plan 1997 (Alterations 2001). The majority of these are currently functioning well as employment sites, some of them fully developed out. The site assessments have considered the sites from marketability and a sustainability perspective, which includes policy considerations. The research has indicated that there is currently no justification for removing the majority of the sites from their current status, even those parts that are vacant or remain undeveloped.
- 9.3 Through site assessments and analysis of the attributes of each of the sites, a number of additional sites have been recommended for inclusion in the portfolio as sites that were identified as key to the implementation of the Darlington Gateway Study and sites that are currently being championed by the Council. These sites are Beaumont Street and Feethams (mixed-use), South East Town Centre Fringe (mixed-use), East Town Centre Fringe (mixed-use) and the Airport Extension.
- 9.4 In addition, where certain sites from the existing portfolio would benefit from a more diverse mix of uses, these have been identified as potential mixed-use sites, whereby a proportion of the sites should be considered acceptable for complementary uses that are outside of the employment categories. These sites are: Valley Street, Borough Road, Central Park, Whessoe Road, Blackett Road, McMullen Road East, Lingfield Point and Morton Park.
- 9.5 One site, Heighington Lane South, has been recommended for deletion from the Employment Land Portfolio and deallocation from employment use, due to its particularities and its results in terms of sustainability and marketability.
- 9.6 The forecasting that has been carried out suggests that, from the available land from these existing sites, together with the new sites, there is a supply of some 360ha of employment land, which is in accordance with the RSS figure.
- 9.7 The forecasts of employment need indicate that a total of some 101.5ha of employment land is required to meet employment needs over the plan period. This projected need is well below other expectations derived from other sources such as RSS mentioned above. However, this research does indicate that there is a reasonable supply of land within each of the business sectors, to accommodate needs over the next 15 years or so. It also provides a

means on which to closely monitor take-up and the structure of take-up together with future trends, to confirm that the identified needs are capable of being met.

- 9.8 The policies of the Local Development Framework should take into account government objectives and emerging national Planning Policy Statement 4, to consider mixed-use developments and the limiting of sites for single or restricted use classes. This has been addressed in the Employment Land Review by identifying those sites that would benefit from a more diverse mix of uses and those sites that should clearly remain in sole business use. Consideration should be given to the proportion of mixed-use development that would be allowed in each of the sites identified as mixed-use locations for each of the sites identified as being mixed-use locations and this should be reviewed in the light of updated evidence.

Monitoring and Review

- 9.9 The Employment Land Review Guidance Note (ODPM, 2004) indicates that Local Planning Authorities should review and present a full update of its employment land review whenever a formal review of the relevant part of the LDF is undertaken. It states that the qualitative assessments of employment land are not likely to be reliable over the full LDF period and should be reviewed at least once every five years.

- 9.10 Monitoring and review of employment land permissions will take place continually and will be reported through the Annual Monitoring Report. The key indicators for employment land are as follows:

BD1: Total amount of additional employment floor space by type;
BD2: Total amount of employment floor space on PDL- by type
BD3: Employment land available- by type
Local 11: Losses of employment land, by type
Local 19: Amount of airport related development (ha)

- 9.11 In turn, this data will feed into future updates of the ELR. Work on the forecasting of employment land need will also take place through any review of the ELR.

- 9.12 It is recommended that the Council strengthens its Business Enquires data and undertakes regular business surveys, which together with the information described above, will enable the review of any shortfall in sites or particular sectoral requirements.

GLOSSARY OF TERMS

Accessibility	The ability to conveniently reach key services at reasonable cost, in reasonable time and with reasonable ease.
Aggregate	An amount formed by adding together several amounts, i.e. the total score in the site assessments.
Airport related General Employment Locations	Sites specifically identified for development requiring a location at or adjacent to an airport. Includes uses such as fire training, aircraft engineering and servicing, flight servicing and hotel; Acceptable new uses may include airfreight / handling and storage, airport related road transport, travel agency, mail / parcels handling and sorting.
Allocations	Areas of land or buildings to be identified for specific development in Local Development Documents to meet targets set out in regional policy.
Amenity	A positive element or elements, which adds to the overall character or an area, for example open land, trees and buildings and how they relate to one another.
Annual Monitoring Report (AMR)	A report submitted to the Government assessing RSS strategies process and policy effectiveness.
Baseline	A starting point from which to start making assessments, i.e. the current (baseline) situation.
Biodiversity	The whole variety of life encompassing all genetics, species and ecosystem variations.
Brownfield Land	Land that has been previously developed or used for purposes other than agricultural and has become redundant or surplus to requirements.
Central Urban Mixed Use Locations	Sites and premises, predominantly in or on the edge of town centre, already recognized by the market as being capable or supporting office uses. However, due to the location, provide an opportunity to provide a range of uses for example incorporating housing with leisure and / or retail uses, or other compatible uses, which will be likely to be subject to a set of criteria.
Commitments (or committed development)	All land with current planning permission or allocated in adopted development plan for development.
Contaminated Land	Land that has been polluted or harmed in some way making it unfit for safe development and usage unless cleaned.
Conversions	Generally means the change of use of a building from a particular use, classified in the use classes order, to another use. Can also mean the subdivision of a property to more units.
Core Strategy	A Development Plan Document setting out the spatial vision and strategic objectives of the planning framework for an area, having regard to the Community Strategy.
Curtilage	The area normally within the boundaries of a property surrounding the main building and used in connection with it.
Development	The carrying out of any building, engineering, mining or other operations in, on over or under the land or the making of any material change in the use of any building or land.
Development Plan Documents (DPD's)	Local Development Documents that have development plan status. Once adopted, development control decisions must be made in accordance with them unless material

	considerations indicate otherwise. The DPDs, which local planning authorities must prepare, include the core strategy site-specific allocations of land, and, where needed, area action plans. There will also be a proposals map, which illustrates the spatial extent of policies that must be prepared and maintained to accompany all DPDs. All DPDs must be subject to rigorous procedures of community involvement, consultation and independent examination, and adopted after receipt of the inspectors binding report.
Edge-or-centre	A location that is within easy walking distance (often considered 200-300 metres) of the primary shopping area.
Employment Land	Land reserved for industrial and business use.
Evidence Base	The information and data gathered by local authorities to justify the 'soundness' of the policy approach set out in Local Development Documents, including physical, economic and social characteristics of an area.
Floorspace	All the area enclosed by the exterior walls of a building, both finished and unfinished, including indoor parking facilities, halls, lobbies, basements, corridors and lift shafts.
General Industrial / Business Areas	Coherent areas of land which are in terms of environment, road access, location, parking and operating conditions, well suited for retention in industrial use. Often older, more established areas of land and buildings. A mix of ages, qualities and site / building size.
Greenfield Land	Land such as farmland, playing pitches or open land that has not previously been developed.
Gross hectare	The total area of a site, including land that may not be used as building land, including that used for infrastructure and landscaping, though excluding car parking.
Gross Domestic Product (GDP)	An estimation of the monetary value of the total output of production of all goods and services after the estimated income from foreign inward investment has been deducted.
Gross Value Added (GVA)	Measures the contribution to the economy of each individual producer, industry or sector in the UK.
Hectare	A measurement of area equivalent to 10,000m ² (107,639 sq.ft).
High Quality Business Parks / Potential office locations	Sites no less than 5ha but more often 20ha or more, already occupied by national or multi-national firms or likely to attract those occupiers. Key characteristics are quality of buildings and public realm and access to main transport networks. Likely to have significant pure office, high office content, manufacturing and R & D facilities. Includes strategic inward investment sites.
Index of Multiple Deprivation (IMD)	A ward level index made up from six indicators (income; employment; health; deprivation and disability; skills and training; housing; and geographical access to services). IMD can help to identify areas for regeneration.
Infrastructure	The physical features (for example highways, fixed rail, cycle routes, stations, interchanges and bus stops) that facilitate the overall transport network.
Inward Investment	New business investment or expansion of an existing investment into a region from a source outside of the region.
Key Employment Locations	Those locations that the RSS identifies as critical to delivering accelerated growth in the regional economy.

Knowledge based industry	High Technology industries (such as computers and office equipment, and pharmaceuticals) and knowledge based services (for example telecommunications, information technology, finance, insurance and business services) which are important to economic development.
Leakage	The amount of employment that is not accommodated on employment land (i.e. the amount that is leaked to other areas).
Local Centre	Includes a range of small shops and perhaps limited services of a local nature serving a small catchment. Sometimes also referred to as a local neighbourhood centre.
Local Development Documents (LDDs)	These include Development Plan Documents, which will form part of the statutory development plan, and Supplementary Planning Documents, which do not form part of the statutory development plan. LDDs collectively deliver the spatial planning strategy for the local planning authority's area, and they may be prepared jointly between local planning authorities.
Local Development Scheme (LDS)	The Local Planning Authority's time-scaled programme for the preparation of Local Development Documents that must be agreed with Government and reviewed every year.
Major Development	Major development is that which is of more than local significance. It can also include development, which may be of regional or sub-regional significance. It can be considered as new developments of more than 10 dwellings or 1000m ² of non-residential floorspace.
Methodology	The methods, procedures and techniques used to collect and analyse information.
Local Development Framework	The Local Development Framework (LDF) is a non-statutory term used to describe a folder of documents, which includes all the local planning authority's local development documents. This is replacing the existing Local Development Plan.
Local Development Scheme	A public project plan which identifies which Local Development Documents will be produced, in what order and when.
Mixed use development	Provision of a mix of complementary uses, such as residential, community and leisure uses on a site or within a particular area.
Net hectare	The total area of a site, excluding land that may not be used as building land, including that used for infrastructure and landscaping, though excluding car parking.
Open Space	All space of public value, including public landscaped areas, playing fields, parks and play areas, and also including not just land, but also areas of water such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation or can also act as a visual amenity and a haven for wildlife.
Out-of-centre	An area clearly separate from the town centre, but not necessarily outside the urban area.
Phasing or phased development	The phasing of development into manageable parts.
Planning Policy Guidance (PPG)	Issued by central Government setting out its national land use policies for England on different areas of planning.

	These are being replaced by Planning Policy Statements.
Planning Policy Statement (PPS)	Issued by central Government to replace the existing Planning Policy Guidance notes, in order to provide greater clarity and to remove from national policy advice on practical implementation, which is better expressed as guidance rather than policy.
Previously Developed Land	Previously developed land is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed-surface infrastructure. The definition covers the curtilage of the development. PDL land is sometimes referred to as Brownfield land. Annex C of PPS 3: Housing has a detailed definition.
Qualitative	Relating to or involving comparisons based on qualities.
Quantitative	Relating to numbers or amounts.
Regional Spatial Strategy	A strategy for how the North East region should look in 15 to 20 years time and possibly longer. The RSS identifies the scale and distribution of new housing in the region, indicates areas for regeneration, expansion or sub-regional planning and specifies priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment and disposal. Most former Regional Planning Guidance is now considered RSS and forms part of the development plan. Regional Spatial Strategies are prepared by Regional Planning Bodies.
Sequential approach to development	Criteria based approach for the selection of development sites focussed on bringing previously developed land forward first.
Socio-economic	The relation between economic activity and social life.
Spatial Planning	Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. This will include policies which can impact on land use by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.
Speculative Development	Development of employment floor space with no specific occupier committed to the development at the time of construction.
Suburban Mixed Use Locations	Sites and premises predominantly out of centre / on the edge of the main urban built up area, already recognized by the market as being capable of supporting employment uses. However, due to their nature and location offer the opportunity to provide a range of uses for example, incorporating housing with leisure and / or retail uses, or other compatible uses, which will be likely to be subject to a set of criteria.
Sustainable Development	Meeting the needs of the present generation without compromising the ability of future generations to meet their needs.
Take-up	Land on which development has taken, or is taking place.
Use Class	Land use activities with common characteristics, as defined by the Use Classes Order.

**Warehouse
Distribution Parks**

/

Large, often edge / out of centre services sites located at key transport interchanges.

APPENDIX 1 – Summary of consultations from Business Forum**COMMENTS FROM STAKEHOLDERS ATTENDING THE BUSINESS FORUM**

- One respondent working in the banking sector stated that their feeling was that the Financial Sector is declining;
- The geography of Darlington works well and confidence is building an example of this is the attraction of Argos to the area;
- Darlington's business needs to be more integrated – more networking is needed
- Business in Darlington needs to be more integrated and more networking between businesses needs to be accomplished;
- Darlington seems to have an ageing population – and there is a need to attract and retain younger people in order to attract high quality jobs;
- Need to address the low wages within Darlington in order to retain people ;
- Developers need to be made aware of Darlington's advantages;
- Darlington has excellent communication links and this is evident with Argos setting up their Distribution warehouse and call centre in Darlington;
- There is a considerable shortage of good GCSE and A-Level grades and businesses are reporting that the individuals leaving schools have a lack of confidence and ambition – also regarding education it seems that schools are still preparing students for manufacturing roles;
- In order to overcome the issues with education businesses need to play a part in training, apprenticeships and generally integrating schools with businesses;
- Lack of social infrastructure for younger persons e.g. no night life, restaurants, evening economy or ground level entertainment;
- The communications to Newcastle and Leeds need to be marketed more
- The approaches to Darlington are 'eyesores';
- Some concerns were expressed in terms of the threats to the retail offer in Darlington particularly from its main competitor Middlesbrough;
- Darlington needs to support it's strong independent sector;
- There needs to be a re-invigoration of the market town appeal and integrate speciality markets better with existing retail offer;
- The Town Centre needs to be well maintained to ensure feel of 'quality';
- The open space created by the Ped Heart needs to be used effectively to offer café culture;
- The period between 5:00 and 7:00 is dead time and no link between shopping and the night-time economy – this needs to be filled with something;
- Small town mentality needs to be changed i.e. closing shops on Wednesday afternoons;
- The ring road is recognised as being a major physical barrier to the Parkgate area;
- Will the growth of DTV airport be sustainable if the number of low cost flights is expected to fall when oil prices make them cease to be viable;
- More incentives need to be offered to get retailers upping the; quality of their own premises;
- The floor space above shops in Skinnergate needs to be better utilized;

SKILLS / WORKFORCE

- Funding available through mainstream sources and private sector, but flow of resources for skills needs to be sustained;
- Over longer term, the issue is about having good schools;
- Also an issue about workforce with basic skills – there are perceived to be shortages, though Darlington also felt to have;
- Perhaps there needs to be new investment in apprenticeships for young people;

TRANSPORT

- Connections across the north side of Darlington from A1 are critical;
- Congestion is an issue with businesses;
- Investment in road network required and this needs change in national policy.

LINKS TO TEES VALLEY

- Need to be more 'joined up' with Stockton and Middlesbrough;
- Employment sites in area represent competition for Darlington: Teesdale, Wynyard, NET Park, Newton Aycliffe;
- Employment sites in area represent competition for Darlington: Teesdale, Wynyard, NET Park, Newton Aycliffe;
- Need to be more 'joined up' with Stockton and Middlesbrough;
- Employment sites in area represent competition for Darlington: Teesdale, Wynyard, NET Park, Newton Aycliffe;
- Darlington is seen to be playing catch up to other parts of the North East, which have had grants and sites in place for some time.

ADVANTAGES TO DARLINGTON

- Flexibility of workforce;
- Low cost base, but higher skilled workforce as well;
- Indigenous business base.

OTHER MEASURES

- Rents for industrial property need to reach sustainable levels to promote development;
- Start ups need more support.

RETAIL

- The market is a keep opportunity, but there needs to be quality there, some independent retailers have struggled on the market as there is an expectation that goods sold on the market will be cheap and market customers expect 'cheap.'
- Maintaining a multi use retail centre is the key point. Office workers need to be retained in the centre to shop at lunchtimes. Out of town business/office parks are seen as a retrograde step – there is a need to encourage better quality office space in the town centre.

SPECIALISMS

- Food could very well be a real specialist sector to encourage;
- Farmer's market is spasmodic. There has not been enough engagement between the good farms and farm shops to utilise Darlington as a retail centre. There are some independent delicatessens, but they do not necessarily source as much local supplies as they might;

- Better shop windows to attract the evening economy to come back to Darlington to shop during the day.

POTENTIAL GROWTH

- Young people need to be encouraged that retail is a respectable career;
- Street programmes and festivals etc.;
- Organise bus timetabling – currently inefficient.

CREATIVE INDUSTRIES

- Recognition of current strengths included;
- The current Investment in Arts Centre – Refurbishment;
- Forum - successful private enterprise;
- Good foundation - investment from the council;
- South Park and West Park;
- Civic Theatre – med scale receiving house. National figures 70% usage, high national measure;
- Ensure there is preparation for quality of life in the future;
- Media facilities in the local area;
- Tees Valley – cultural growth;
- Currently there is a strong Further education base. Long-term – close connection with the creative industry and education, college etc – establishing the student culture in Darlington and the development of rock culture etc.;
- Big opportunity to involve deprived areas. Creative industry can be the driving mechanism to provide the opportunity;
- Develop a Culture to nurture artists to work and develop their business in Darlington;
- Investigate the opportunity of the creation of a ‘cultural quarter’ where? Possible area of the Civic Theatre, Borough Road;
- Arts Centre – tenure finishes in 2001. Possibility of changing geographical location following this, building a possible iconic structure/building that is both exciting /different – means something to the town;
- Central park will bring business and develop culture opportunities;
- Darlington’s geographical location in the region, bringing spending into the town (Gateway);
- Job Centre – currently struggling, finding employment in the creative industry in Darlington;
- Small business incubation – performers etc, individual musicians;
- Develop broader creative industry – marketing, skills, digital, media, and performing arts, within Darlington;
- Provide an infrastructure – centre of excellence for ancillary services i.e. technical etc.;
- Transport, challenges – deprived area, parking for the Civic Theatre;
- Yarm – Stockton – relates – a good example. Does Darlington have the alternative answer and provision of such an area?
- Civic – no current retention in the area, following the shows - continental cafes etc; develop a new economy - current ring road – barrier to participations (potential for links, bridges);
- Major challenge – The Arts is a non-statutory service - seen as an “add on” - as a result difficult to obtain funding; The Creative industry needs to generate an economy around it.
- Build a profile of regional and national importance;

- Development of an events strategy, aspirational events in Darlington; increasing profile of Darlington.

ENVIRONMENTAL

- Opportunities for Darlington to become a niche manufacturer of environmental products such as solar panels;
- The most affluent young people in Darlington leave – nothing for them to stay for. Young people are interested in an expanded definition of quality of life;
- Darlington has a shortage of skilled workers and the low wage economy is a problem;
- Attracting new business is essential to increase competition and push up wage levels – employers need to do more to keep employees;
- More incubator units with support (mentoring and scholarships);
- There needs to be more focus on the linkages across the border of the borough – for example Net Park at Sedgefield (Science Park Development);
- Needs to be an increase in tourism (commercial stop off venues, weekend breaks and a venue for food and hospitality).

EDUCATION

- Skill levels and education;
- Employers – struggling to get people with the right qualifications;
- Target young people;
- Low turnover of staff – essential;
- Low local business because all services/building done by national contracts.

GENERAL ISSUES

- More assessment needs to be made on the impact of surrounding demand e.g. South Durham/North Yorkshire re Darlington is well placed to position itself to attract incoming trade;
- More emphasis part of City Region and Northern Way;
- Think about North/South and not just East/West in regional context;
- Needs more concentration on small business growth – better incentives;
- Equal emphasis and support needs to be given to small/emerging businesses as is currently given to larger employers;
- “Levy” as established industries to support small businesses e.g. Cummings etc.

APPENDIX 2 – Summary of Business questionnaires**Darlington Gateway Project – Business Questionnaire**

Date: Thursday 8 June 2006

Overview

King Sturge has been appointed to prepare an employment land review as part of the Darlington Gateway Project. The project involves an analysis of existing and potential employment land supply to inform the Council's Local Development Framework, and identify priority sites for future employment generating activity within the Darlington Borough.

Stage 1 of our work is complete, and we are now at a position where we are now seeking the views of local businesses on the key sites that have been prioritised for future employment land-use in the Darlington Borough.

We would be grateful for your thoughts on the following questions:

1. Contact Details

Business Name.....

Employment sector: (please select which sector you present)

Manufacturing

Retailing

Transport & Distribution

Engineering & Vehicles

Food, Drink & Clothing

Financial & Business Services

Creative Industries

Oil, Plastics & Chemicals

Printing & Publishing

Other (please state).....

2. On a level of priority which of the following issues are most important to your business/ sector?

Good proximity to major road transport networks	Very important	
	Important	
	Not important	

Close proximity to public transport hubs – e.g. train station	Very important	
	Important	
	Not important	

Close proximity to R&D facilities – i.e. hospital and higher education	Very important	
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	Important	
	Not important	

Affordability of premises	Very important	
	Important	
	Not important	

If applicable, please state other issues, which are important (please state).....

3. The preferred location for your business?	Please Tick	Reason
In town/ city centre		
Edge of town/ city centre		
Out of town		

4. Are the following important considerations to your business?

Important considerations	Please Tick Very Important	Please Tick Important	Please Tick Not Important
Proximity to like-minded businesses			
Proximity to suppliers			
Proximity to customers			

5. Accommodation Requirements – please tick preferred option

Modern, flexible premises, which allows expansion/ contraction	
High quality business park environment which allows progressive expansion	
Industrial park location	
Affordable secondary accommodation	

Other please cite.....

6. Of the following priority employment sites identified below, please state the location that would be most suitable to the needs of businesses in your sector, and why?

- a. West Park
- b. Faverdale East
- c. Central Park
- d. Lingfield Point
- e. Morton Palms

f. Commercial Street

Why?.....

7. Of the priority development sites identified, please state the location that would be least suitable to the needs of businesses in your sector, and why?

- a. West Park
- b. Faverdale East
- c. Central Park
- d. Lingfield Point
- e. Morton Palms
- f. Commercial Street

Why?

Thank you!

DARLINGTON GATEWAY – QUESTIONNAIRE SUMMARYCompanies Involved

Darlington NECC – Oils, Plastics and Chemicals
Broadgate Financial Services – Financial and Business Services
Latimer Hinks Solicitors – Financial and Business Services
Cooks and Kitchens - Retailing
In Arcadia – Retailing, Food, Drink and Clothing and Creative Industries
Army Careers – Manufacturing, Transport & Distribution and Engineering and Vehicles
NECF – Environmental
CE Electric UK Ltd – Engineering and Vehicles
Alpha Plus Architects - Construction
Land team – Property Development
A.E Burt and Co Ltd – Commercial Property Development
Blackett, Hart, & Pratt – Financial and Business Services
Shepherd Construction Ltd - Construction
Niven Architects – Construction (Architects)
Capita Symonds – Financial & Business Services and Engineering & Vehicles
Sanderson Weatherall – Financial and Business Services
Barclays Bank – Financial and Business Services
Lifestyle (Alan H Goodrick) – Retailing
Clive Owen & Co LLP – Financial and Business Services
Clark Willis Solicitors – Financial and Business Services
Waterstones - Retailing
Queen Street Shopping Centre – Denise Jeffrey – Retailing

Feedback

Question 2 in the questionnaire found that the factors listed below were all either important or very important to their companies needs.

- Good proximity to roads;
- Close to public transport;
- Close to R&D;
- Affordability of premises.

Question 3 asked the companies what their preferred locations were for their business and it turns out that circa 50% wished to locate in town and 50% wished to locate on edge of town locations and the reasons for this are as follows: -

In town

- Servicing customers and having the best footfall;
- Town Centre facilities;
- Accessing public.

Edge of Town

- Staff can go into town at lunch and have easy access to the road network to visit clients;
- The ease of getting in and out of work;
- Parking;

- Proximity to services.

Of all of the companies involved in completing the questionnaires there were only two that opted for the 'Out of Town' location option for the reason that location does not really concern and access to the A1 and trunk roads.

Overall companies feel that proximity to customers and proximity to like-minded businesses are 'very important' and 'important' respectively. The results from the questionnaires also show that the least important factor regarding proximities is to be near to suppliers.

Regarding the accommodation requirements, it can be seen that all of the companies who stated that they wished to be 'in town' wanted accommodation to be modern and flexible. The companies who wished to use 'edge of town' premises wanted accommodation to be a 'high quality business park environment that allows progressive expansion.'

Question six in the questionnaire asked which of the following locations would be most suitable and why and out of the locations there were mixed opinions and they are summarised below:

- West Park;
- No comments;
- Faverdale East;
- Near the motorway;
- Central Park;
- Close to railway;
- Good Parking;
- Ideal for commuting;
- Lingfield Point;
- Good facilities;
- Opportunities for expansion;
- Morton Palms;
- Good road links;
- 5 minutes to the Airport and railway station;
- Flexible office space and opportunities for further development;
- Commercial Street;
- Excellent footfall being town centre – retailers obviously all interested in Commercial Street.

The businesses were also asked (relating to the above locations) which they thought were the least attractive locations to work. The feedback seemed to be that most companies other than retail seemed to think that Commercial Street was the least attractive place to work for the following reasons:

- Too inaccessible;
- More retail focus;
- Too close to the town centre;
- Expensive.

Retailers on the other hand feel that all of the above apart from Commercial Street were unattractive as there is a lack of retail opportunity.

APPENDIX 3: SITE ASSESSMENT SHEETS (STAGES 1 AND 2)

Site Name: Current Use: Policy	1. Faverdale Reserve	Site Area Undeveloped Area	120
	Agricultural / open land		120
	EP8 and RSS 22		

SEQUENTIAL TEST

Greenfield site. Out-of-centre location.

QUALITY OF LOCATION COMMENTS

Well located adjacent to the A1 (M). The location scored highly as it consists of Greenfield land close to existing and established B8 industries and the A1 (M).
The site is too isolated to be considered for any other use.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Excellent
Proximity to Public Transport: Excellent
The site is well served by the existing trunk road network, which culminates in immediate access to the A1 (M). Public Transport is available on the A68 route with existing bus stops leading up to the boundary of the site.

CONSTRAINTS

A few former small ponds. Far NE corner of the site is a former scrap yard. There are 2 landfills within 250m of the site. Likelihood of contamination is unknown. Potentially unknown filled ground in former pond locations and gas from landfill. Mainly Greenfield but potential for contamination from the former scrap yard. Other surrounding uses will have an effect on site and is therefore likely to make it unsuitable for residential development.
Many environmental issues: protected species (GC Newts, Watervoles, bats, badgers, etc.) biodiversity (SUDS schemes, wildlife corridors, habitat creation).

MARKETABILITY COMMENTS

Faverdale is becoming an established B8 location with Argos and Aldi locating nearby.
Market research suggests that there is a good perception and interest from owner-occupiers.

POLICY COMMENTS

RSS Policy 19 identifies the site as a Key Employment Location that should be retained

SCORING

SUSTAINABILITY:		SCORE
Land type:	GF Urban Edge	-5
Neighbourhood Regeneration:	GF Agriculture or Recreation	-5
Property Regeneration:	Vacant Site	0
Road Access:	Access to Local Road Network	0
Rail Access:	Potential Rail Access	5
SUSTAINABILITY AGGREGATE:		-5
MARKETABILITY		
Accessibility:	Access to Main and local road network	0
Economic Image:	Potential for prestige businesses	5
Building Quality:	Vacant Site	0
Future Needs:	Appropriate expansion land available	10
Neighbours:	Area of prestige business	10
MARKETABILITY AGGREGATE:		25

Site Name: Current Use: Policy	2. Faverdale East Business Park	Site Area Undeveloped Area	66.08
	Distribution land (Greenfield land and demolished rolling mills)		44.71
	EP3.5 and EP2.8		

SEQUENTIAL TEST

Mixed PDL and Greenfield Land (Approx 8.35 of PDL available). Out-of-centre location.

QUALITY OF LOCATION COMMENTS

High quality neighbourhood and site due to proximity to A1 (M) junction close to new high quality distribution unit developed by Argos and other units on the site.
The site is too isolated to be considered for any other use.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Excellent
Proximity to Public Transport: Good
There is an excellent trunk road network leading up to the site leading to access to the A1 (M).
New roads have been developed on the site to provide access to the Greenfield areas of the Faverdale East Business Park.
However, the site is in an out-of-centre location.

CONSTRAINTS

Agricultural land, however the far E of the site was the former Rise Carr Rolling Mills (Corus). There are 2 landfills within 250m of the site. Likelihood of contamination is unknown but likely due to past industrial uses on the site. Likely that employment development would be only acceptable use for the site as site is adjacent to Faverdale Ind. Est. and Argos. Noise unlikely to make it suitable for residential development. Many environmental issues: protected species (GC Newts, Watervoles, bats, badgers, etc.) biodiversity (SUDS schemes, wildlife corridors, habitat creation).

MARKETABILITY COMMENTS

Good marketability for distribution and industrial use as this location is becoming more established specifically Aldi and Argos already having occupied the site.
There is a good perception of the area and it is an established commercial, industrial and warehousing business park.
Currently being marketed as Faverdale East Business Park.

POLICY COMMENTS

Allocated in Local Plan for B1, B2 and B8 uses. RSS Policy 18 also relevant

SCORING

SUSTAINABILITY:		SCORE
Land type:	GF Urban Edge	-5
Neighbourhood Regeneration:	GF Agriculture or Recreation	-5
Property Regeneration:	Vacant Site	0
Road Access:	Door access to Public Transport	10
Rail Access:	Potential Rail Access	5
SUSTAINABILITY AGGREGATE:		5
MARKETABILITY		
Accessibility:	Doorstep public transport	5
Economic Image:	Established area of prestige businesses	10
Building Quality:	Flexibility for future varying uses	10
Future Needs:	Appropriate expansion land available	10
Neighbours:	Area of prestige business	10
MARKETABILITY AGGREGATE:		45
		115

Site Name: Current Use: Policy	3. Faverdale Industrial Area	Site Area Undeveloped	56.78
	Mixed industrial estate dominated by larger occupiers incorporating a bus depot		5
	EP2.7		

SEQUENTIAL TEST

Previously developed land. Out-of-centre location.

QUALITY OF LOCATION COMMENTS

Good quality location in line with the other Faverdale sites being close to the A1 (M). However some of the buildings are converted engineering sheds, which are difficult to sub-divide. The site is rather isolated to be considered for any other use. The exclusive industrial nature of the area does not lend itself to any other uses such as mixed use or residential.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Excellent
Proximity to Public Transport: Excellent
Access scores well as the site is well served by the existing trunk road network, which culminate in immediate access to the A1 (M).
Public transport is available on the A68 route with existing bus stops at West Park. There are cycle routes leading up to the boundary of the site.

CONSTRAINTS

1939-1955 Faverdale Wagon Works with railways occupied the south part of the site. There are several former ponds on the site. 1972 Industrial Estate to the north of the site and on the site of the former Wagon Works was Corrugated Box Factory, Steel Fabrication Works, Joinery Works, Engineering Works and Timber Shed, 1989-Present Industrial Estate and Electric Sub Station. There is 1 landfill within 250m of the site, which has been remediated. Risk of contamination unknown but likely due to past industrial uses. Site unsuitable for housing.
The site, along with sites 4 and 5 play an important role in the connectivity of biodiversity through wildlife corridors. They link larger green space areas together. (Proximity to LNR)

MARKETABILITY COMMENTS

Good perception and interest from owner-occupiers. An established commercial, industrial and warehousing business park. The smaller, more modern units will let well, however it is considered that the older conversions will be difficult to relet or sell.

POLICY COMMENTS

The site is an existing EP2.7 allocation in the Local Plan for use as B1, B2 and B8. RSS Policy 18 is also relevant.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Urban (predominantly)	5
Neighbourhood Regeneration:	GF Vacant	0
Property Regeneration:	Existing Fit for purpose	5
Road Access:	Doorstep public transport	10
Rail Access:	Potential Rail Access	5
SUSTAINABILITY AGGREGATE:		25
MARKETABILITY		
Accessibility:	Doorstep Public Transport	5
Economic Image:	Functional Local Image	0
Building Quality:	Flexibility for future varying uses	10
Future Needs:	Capacity to modify / extend existing buildings	5
Neighbours:	Existing cluster / supply chain of similar businesses	5
MARKETABILITY AGGREGATE:		25

Site Name:	4. Drinkfield	Site Area	15.27
Current Use:	A mixture of uses including trade such as North Yorkshire Timber and Baron Caravan Sales, industrial including a modern distribution unit and Dupont factory and some open storage land.	Undeveloped Area	5.16
		Policy	EP2.8

SEQUENTIAL TEST

Mixture of Greenfield and previously developed land (some 4.34 ha of Greenfield and 0.82 ha of PDL undeveloped). Out-of-centre.

QUALITY OF LOCATION COMMENTS

A mixture of poor quality older accommodation with some modern new build, good quality stock, some of which is fit for purpose and some of which is no longer fit for purpose.
The exclusive industrial nature of the area does not lend itself to any other uses such as mixed use or residential. Some areas occupied for employment use are currently outside the existing allocated area.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Poor
Proximity to Public Transport: Poor
There is access via the existing trunk road network, although not direct from a main travel route.
There are no bus stops nearby on Whessoe Road and there are no cycle lanes near the site.
Out-of-centre location.
This area adjoins the branch line to Bishop Auckland, however there is a level differential and the sites are too narrow and elongated to be developed for a rail freight terminal.

CONSTRAINTS

There is a former clay pit on site, infilled with waste, known as Drinkfield Landfill site. There is also now a WTS on site, Dupont Powder Coatings Factory and other factories, such as T Quality. Site is likely to be heavily contaminated and at risk from landfill gases. Site investigation and remediation for a sensitive end use such as housing development is likely to be expensive. Possible that landfill gas risk assessment would indicate the site is unsuitable for residential development. Site, along with sites 3 and 5, play an important role in the connectivity of biodiversity through wildlife corridors. They link larger green space areas together. (Proximity to LNR)

MARKETABILITY COMMENTS

The site is a recognised secondary industrial location.
A mixture of large occupiers; North Yorkshire Timber, Baron Caravan Sales, Dupont and land used for open storage. Was considered in Darlington SHLAA 2009 to be available for housing development, but not suitable.

POLICY COMMENTS

The site is an existing EP2.8 allocation in the Local Plan for use as B1, B2 and B8. RSS Policy 18 is also relevant.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Urban	5
Neighbourhood Regeneration:	PDL Existing viable buildings	5
Property Regeneration:	Existing Fit for Purpose	5
Road Access:	Access to Local Road Network	0
Rail Access:	Potential Rail Access	5
SUSTAINABILITY AGGREGATE:		20
MARKETABILITY		
Accessibility:	Access to main and local road network	0
Economic Image:	Functional Local Image	0
Building Quality:	Existing buildings fit for current use only	5
Future Needs:	No room for expansion	0
Neighbours:	Acceptable neighbours	0
MARKETABILITY AGGREGATE:		5

Site Name:	5. Whessoe Road	Site Area	11.8
Current Use:	Northern: A mixture of car sales and trade uses with poorer quality industrial including former rolling mills. Southern: Industrial and salvage yard	Undeveloped Area	0
		Policy	EP2.8

SEQUENTIAL TEST

Previously developed land. Out-of-centre.

QUALITY OF LOCATION COMMENTS

Northern and southern: Poor quality former engineering works, which are, elongated buildings, difficult to sub-divide. Redevelopment, including mixed use where relevant and more appropriately exclusive housing use would help to regenerate specific buildings and the overall environmental quality of the area.

The site would then relate better to the existing housing areas on the east side of Whessoe Road. Currently meeting existing occupiers requirements.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Poor

Proximity to Public Transport: Northern Good, Southern Excellent

There is access via the existing trunk road network, although not direct from a main travel route. There are bus stops nearby on Whessoe Road and there is a cycle lane intersecting the site. This area adjoins the branch line to Bishop Auckland, however there is a level differential and the sites are too narrow and elongated to be developed for a rail freight terminal

CONSTRAINTS

Former Rise Carr Rolling Mills Site (Corus). Coal depot to the East with railways. Various warehouses and factories. Landfill is within 250m of part of the site. Risk of contamination is unknown but likely due to past industrial uses. May be suitable for housing development but will need to consider noise from railway, surrounding uses and consider land contamination. Site, along with sites 3 and 5, play an important role in the connectivity of biodiversity through wildlife corridors. They link larger green space areas together. (Proximity to LNR)

MARKETABILITY COMMENTS

Northern: Generally poor quality accommodation, which may be suitable for storage. Meets current occupiers needs but some buildings are beyond economic life.

Southern: Poor quality neighbourhood and poor quality former heavy engineering accommodation.

Basic accommodation, potential for storage on flexible terms. No current future interest forthcoming from developers for B1, B2, B8 development. Part of site was considered in Darlington SHLAA 2009 to be available and suitable for housing development and deliverable in phases 2011 – 2021. An outline application for 250 dwellings has been submitted on the site. Constraints on deliverability and developability are considered to be i) current lack of appetite amongst house builders; ii) contaminated land; and iii) relocation of existing businesses.

POLICY COMMENTS

The site is allocated for B1, B2 and B8 uses by Policy EP2.8. RSS Policy 18 is also relevant.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Urban	5
Neighbourhood Regeneration:	PDL Derelict	10
Property Regeneration:	Underused or demolished or derelict buildings	10
Road Access:	Doorstep to public transport	10
Rail Access:	Potential Rail Access	5
SUSTAINABILITY AGGREGATE:		40
MARKETABILITY		
Accessibility:	Doorstep public transport	5
Economic Image:	Unsuitable for inward investment in current state	-5
Building Quality:	Underused or derelict buildings investment needed	-5
Future Needs:	No room for expansion	0
Neighbours:	Neighbours with potential detrimental effect	-5
MARKETABILITY AGGREGATE:		-10

Site Name: Current Use: Policy	6. Longfield Road	Site Area Undeveloped Area	1.39
	Mixed industrial.		0
	N / A		

SEQUENTIAL TEST

Previously developed land. Out-of-centre.

QUALITY OF LOCATION COMMENTS

Very poor, old industrial land and buildings in need of redevelopment. The quality of the site could be improved through development for other uses other than employment.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Poor
Proximity to Public Transport: Good
There is access via the existing trunk road network, although not direct from a main travel route.
There are bus stops immediately nearby on Whessoe Road and Longfield Road and there is a cycle lane near the site. Out-of-centre location.

CONSTRAINTS

1939 Housing, 1955 Warehouses and housing, 1988-Present Warehouses, housing and Electric Sub Station. Risk of contamination is unknown but likely to be made ground if the existing buildings are removed from re-development.

MARKETABILITY COMMENTS

Poor quality, meets local needs for cheap space. Very poor, old industrial premises in need of redevelopment.

POLICY COMMENTS

The site is not allocated for any economic use and there is no justification to restrict the use. Appropriate development and redevelopment should be able to take place without the intervention of policy restrictions on use.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Urban	5
Neighbourhood Regeneration:	PDL Existing viable buildings	5
Property Regeneration:	Existing Fit for purpose	5
Road Access:	Doorstep to public transport	10
Rail Access:	No Access	0
SUSTAINABILITY AGGREGATE:		25
MARKETABILITY		
Accessibility:	Doorstep public transport	5
Economic Image:	Unsuitable for inward investment in current state	-5
Building Quality:	Existing buildings fit for current use only	5
Future Needs:	No room for expansion	0
Neighbours:	Acceptable neighbours	0
MARKETABILITY AGGREGATE:		5

Site Name: Current Use: Policy	7. Meynell Road	Site Area Undeveloped Area	4.88
	Mixed employment plus retail and trade		0
	S10		

SEQUENTIAL TEST

Previously developed land. Existing centre.

QUALITY OF LOCATION COMMENTS

This is a mixed neighbourhood, with predominantly modern buildings, secondary offices and warehousing.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Good
Proximity to Public Transport: Excellent
This area adjoins the branch line to Bishop Auckland, however there is a level differential and the sites are too narrow and elongated to be developed for a rail freight terminal

CONSTRAINTS

May only be suitable for housing if all industrial uses are removed from site. Land contamination will need to be considered.

MARKETABILITY COMMENTS

High occupancy rate, the more modern industrial units will let well. Mixed area including modern industrial, secondary offices and first generation retail warehousing. There is tentative interest from developers to redevelop some of the industrial units to dwellings, with planning applications refused and dismissed on appeal.

POLICY COMMENTS

The site is not allocated for any economic use and there is no justification to restrict the use. Appropriate development and redevelopment should be able to take place without the intervention of policy restrictions on use.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Urban	5
Neighbourhood Regeneration:	PDL Existing Viable buildings	5
Property Regeneration:	Existing Fit for Purpose	5
Road Access:	Doorstep to public transport	10
Rail Access:	No access	0
SUSTAINABILITY AGGREGATE:		25
MARKETABILITY		
Accessibility:	Doorstep public transport	5
Economic Image:	Functional Local image	0
Building Quality:	Existing buildings fit for current use only	5
Future Needs:	No room for expansion	0
Neighbours:	Existing cluster / supply chain of similar businesses	5
MARKETABILITY AGGREGATE:		15

Site Name: Current Use: Policy	8. Central Cross Town Route	Site Area Undeveloped Area	13.5
	None		13.5
	T6.1		

SEQUENTIAL TEST

Previously developed land. Out-of-centre.

QUALITY OF LOCATION COMMENTS

Good reasonably central location. A mix of uses surrounding the site including the existing Cleveland Street Industrial Area. Central and eastern sections are close to residential.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Good
Proximity to Public Transport: Excellent
Very congested area due to retail traffic.

CONSTRAINTS

May only be suitable for housing if all industrial uses are removed from site. Land contamination will need to be considered.

MARKETABILITY COMMENTS

Not marketable at present due to uncertainty regarding major road scheme implementation. Eastern part of site (Ward Bros) was included in the Darlington SHLAA 2009 as available for housing development and deliverable 2011-2016. Constraints on deliverability and developability were considered to be i) current lack of appetite amongst house builders; ii) uncertainty about the likelihood of completion of the remaining sections of the Cross Town Route; and, iii) contaminated land.

POLICY COMMENTS

Safeguarded for Major road scheme by Policy T6. Uncertainty about the likelihood of completion of the remaining section of the Cross Town Route. This is currently being reviewed.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Urban	5
Neighbourhood Regeneration:	PDL Vacant	0
Property Regeneration:	Vacant Site	0
Road Access:	Doorstep to public transport	10
Rail Access:	Existing nearby freight or passenger rail access	10
SUSTAINABILITY AGGREGATE:		25
MARKETABILITY		
Accessibility:	Nearby existing rail access	10
Economic Image:	Unsuitable for inward investment in current state	-5
Building Quality:	Vacant Site	0
Future Needs:	No room for expansion	0
Neighbours:	Neighbours with potential detrimental effect	-5
MARKETABILITY AGGREGATE:		0

Site Name: Current Use: Policy	9. Stooperdale Offices	Site Area Undeveloped Area	1.27
	Occupied by British Rail Pension Fund.		0
	N / A		

SEQUENTIAL TEST

Previously developed land. Out-of-centre.

QUALITY OF LOCATION COMMENTS

Average location, on-site car parking, and good access. Victorian style property surrounded by residential. This would not be an appropriate choice for what would be a new employment site, as it is too close to existing residential areas. However, functions in employment use at present.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Excellent
Proximity to Public Transport: Excellent
There is access via the existing trunk road network, although not direct from a main travel route. There are bus stops immediately nearby on Brinkburn Road and there is a cycle lane near the site. Out-of-centre location.

CONSTRAINTS

1915-1955 Single rail track to the N of the site used to connect NER General Office (on site) to the works to the E. More suitable for housing development but need to look at land contamination (which is likely due to past industrial uses). Industrial development not acceptable.

MARKETABILITY COMMENTS

Very difficult to relet for office use but good redevelopment/ conversion potential for residential. Hoptown Park nearby has struggled to let for offices recently.

POLICY COMMENTS

The site is not allocated for any economic use and there is no justification to restrict the use. Appropriate development and redevelopment should be able to take place without the intervention of policy restrictions on use.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Urban	5
Neighbourhood Regeneration:	PDL Existing viable buildings	5
Property Regeneration:	Existing fit for purpose	5
Road Access:	Doorstep to public transport	10
Rail Access:	No access	0
SUSTAINABILITY AGGREGATE:		25
MARKETABILITY		
Accessibility:	Doorstep public transport	5
Economic Image:	Unsuitable for inward investment in current state	-5
Building Quality:	Existing buildings fit for current use only	5
Future Needs:	Capacity to modify / extend existing buildings	5
Neighbours:	Acceptable neighbours	0
MARKETABILITY AGGREGATE:		25

Site Name: Current Use: Policy	10. Mowden Hall	Site Area Undeveloped Area	1.11
	Offices		0
	E3 (Open Land)		

SEQUENTIAL TEST

Previously developed land. Out-of-centre.

QUALITY OF LOCATION COMMENTS

Good location, but surrounded by residential. Dated commercial building.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Good
Proximity to Public Transport: Excellent
There is access via the existing trunk road network, although not direct from a main travel route. There are bus stops immediately nearby on Barnes Road however there are no cycle lane near the site.

CONSTRAINTS

Small pond to the S of the site, infilled c.1939. Risk of contamination is unknown. Potentially unknown filled ground in former pond location. More suitable for housing development but need to look at land contamination. Industrial development not acceptable.

MARKETABILITY COMMENTS

Good location, but surrounded by residential. Difficult to re-let as offices but excellent redevelopment potential for residential. Was considered in Darlington SHLAA 2009 as suitable for housing developments and although not available was considered to be deliverable 2011-2016 (available 2012). Constraints on developability and deliverability were considered to be i) current lack of appetite amongst house builders; and ii) Relocation of existing businesses and uses.

POLICY COMMENTS

The site is not allocated for any economic use and there is no justification to restrict the use. Appropriate development and redevelopment should be able to take place without the intervention of policy restrictions on use.

The only issue would be that the site is designated as E3 Open Land.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Urban	5
Neighbourhood Regeneration:	PDL Existing viable buildings	5
Property Regeneration:	Existing fit for purpose	5
Road Access:	Doorstep to public transport	10
Rail Access:	No access	0
SUSTAINABILITY AGGREGATE:		25
MARKETABILITY		
Accessibility:	Doorstep public transport	5
Economic Image:	Unsuitable for inward investment in current state	-5
Building Quality:	Existing buildings fit for current use only	5
Future Needs:	Capacity to modify / extend existing buildings	5
Neighbours:	Acceptable neighbours	0
MARKETABILITY AGGREGATE:		10

Site Name: Current Use: Policy	11. Broken Scar Waterworks	Site Area Undeveloped Area	4.38
	Water treatment works		0
	T55 (Broken Scar Water Treatment Works)		

SEQUENTIAL TEST

Previously developed land. Out-of-centre.

QUALITY OF LOCATION COMMENTS

High quality residential location surrounding the site.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Good
Proximity to Public Transport: Excellent
There is access via the existing trunk road network and direct from a main travel route. There are bus stops immediately nearby on Coniscliffe Road and there is a cycle lane near the site. Out-of-centre location.

CONSTRAINTS

Risk of contamination is unknown but likely due to past industrial uses. More suitable for housing development but need to look at land contamination and consider road traffic noise. Industrial development not acceptable. Protected species present and habitat. A site with many issues to consider.

MARKETABILITY COMMENTS

The site is currently occupied. Poor location for employment use. Strong demand for residential use if site became available in the long term.

POLICY COMMENTS

The site is not allocated for any economic use and there is no justification to restrict the use. Appropriate development and redevelopment should be able to take place without the intervention of policy restrictions on use.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Urban	5
Neighbourhood Regeneration:	PDL Existing viable buildings	5
Property Regeneration:	Existing fit for purpose	5
Road Access:	Doorstep to public transport	10
Rail Access:	No access	0
SUSTAINABILITY AGGREGATE:		25
MARKETABILITY		
Accessibility:	Doorstep public transport	5
Economic Image:	Unsuitable for inward investment in current state	-5
Building Quality:	Existing buildings fit for current use only	5
Future Needs:	Capacity to modify / extend existing buildings	5
Neighbours:	Neighbours with potential detrimental effect	-5
MARKETABILITY AGGREGATE:		25

Site Name: Current Use: Policy	12. Woodburn Nursery	Site Area Undeveloped Area	1.75
	Council nursery		0
	E3 (Open Land)		

SEQUENTIAL TEST

Previously developed land. Out-of-centre.

QUALITY OF LOCATION COMMENTS

Located in high quality residential area.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Excellent
Proximity to Public Transport: Excellent
There is access via the existing trunk road network and direct from a main travel route. There are bus stops immediately nearby on Coniscliffe Road however there is no cycle lane near the site.

CONSTRAINTS

1939 - Present Nursery. Cemetery adjacent. Risk of contamination is unknown but likely due to past industrial use. More suitable for housing development but need to look at land contamination. Industrial development not acceptable. Mature biodiversity present nearby. Protected species and considerations for would need addressing, plus, creating buffer zone to existing habitat.

MARKETABILITY COMMENTS

Very marketable as a residential redevelopment site but questionable demand for existing use or employment use. Was considered in Darlington SHLAA 2009 as suitable for housing and deliverable 2016 – 2021. Constraints on developability and deliverability were considered to be; i) current lack of appetite amongst house builders; ii) availability – DBC has not yet resolved to sell land; and iii) Relocation of existing businesses.

POLICY COMMENTS

The site is not allocated for any economic use and there is no justification to restrict the use. Appropriate development and redevelopment should be able to take place without the intervention of policy restrictions on use.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Urban	5
Neighbourhood Regeneration:	PDL Existing viable buildings	5
Property Regeneration:	Existing fit for purpose	5
Road Access:	Doorstep to public transport	10
Rail Access:	No access	0
SUSTAINABILITY AGGREGATE:		25
MARKETABILITY		
Accessibility:	Doorstep public transport	5
Economic Image:	Unsuitable for inward investment in current state	-5
Building Quality:	Existing buildings fit for current use only	5
Future Needs:	No room for expansion	
Neighbours:	Acceptable neighbours	0
MARKETABILITY AGGREGATE:		5

Site Name: Current Use: Policy	13. Darlington Arts Centre	Site Area Undeveloped Area	2.74
	Arts Centre		0
	N / A		

SEQUENTIAL TEST

Previously developed land. Edge-of-centre.

QUALITY OF LOCATION COMMENTS

Good location within a high quality residential area. Attractive Victorian educational premises.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Excellent
Proximity to Public Transport: Excellent
There is access via the existing trunk road network to a main travel route. There are bus stops immediately nearby on Abbey Road however there is no cycle lane near the site. The site is on the edge of the town centre.

CONSTRAINTS

1897-1971 Grammar School, 1971 - Present Queen Elizabeth 6th Form College. Risk of contamination unknown. Likely to be made ground on the site from the existing buildings. More suitable for housing development but need to look at land contamination. Industrial development not acceptable. Some mature trees present (Bats). Being so central should have any existing green space as high consideration, plus, any possible creation seen as high value to urban centre area. 5 also provide a useful link site with its linearity. Creation in these areas may be more formal but should seek to enhance and provide for biodiversity where possible.

MARKETABILITY COMMENTS

Would be difficult to let as offices and possibly not viable due to conversion costs.

POLICY COMMENTS

The site is not allocated for any economic use and there is no justification to restrict the use. Appropriate development and redevelopment should be able to take place without the intervention of policy restrictions on use.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Urban	5
Neighbourhood Regeneration:	PDL Existing viable buildings	5
Property Regeneration:	Existing fit for purpose	5
Road Access:	Doorstep to public transport	10
Rail Access:	No access	0
SUSTAINABILITY AGGREGATE:		25
MARKETABILITY		
Accessibility:	Doorstep public transport	5
Economic Image:	Unsuitable for inward investment in current state	-5
Building Quality:	Existing buildings fit for current use only	5
Future Needs:	No room for expansion	0
Neighbours:	Acceptable neighbours	0
MARKETABILITY AGGREGATE:		5

Site Name: Current Use: Policy	14. North West Town Centre Fringe	Site Area Undeveloped Area	11.95
	Use including telephone exchange, retail, car park, offices, health centre		0

SEQUENTIAL TEST

Previously developed land. Edge-of-centre.

QUALITY OF LOCATION COMMENTS

Good quality town centre location with mixed quality buildings ranging from derelict industrial to high quality, new build offices.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Good
Proximity to Public Transport: Good
There is access via the existing trunk road network and direct from main travel routes. The closest bus stops are on Maude Street and on North Road, essentially on the periphery of the site. There is no cycle lane near the site.

CONSTRAINTS

Housing/School. Four Riggs Tannery. 1939 Saw Mill/Corm Mill. 1939 - 1956 Saw Mill and Joinery Works. There are tanks on site. Risk of contamination is unknown but likely due to past industrial uses. More suitable for housing development but need to look at land contamination and consider road traffic noise. Industrial development not acceptable. Some mature trees present (Bats). Being so central should have any existing green space as high consideration, plus, any possible creation seen as high value to urban centre area. Also provides a useful link site with its linearity. Habitat creation in these areas may be more formal but should seek to enhance and provide for biodiversity where possible.

MARKETABILITY COMMENTS

King Sturge suggests that North East Property Holdings secured prelets on two new office buildings at this location and secured a record level of rent in 2006.

POLICY COMMENTS

The site is not allocated for any economic use and there is no justification to restrict the use. Appropriate development and redevelopment should be able to take place without the intervention of policy restrictions on use.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Central	10
Neighbourhood Regeneration:	PDL Existing Viable buildings	5
Property Regeneration:	Existing fit for purpose	5
Road Access:	Doorstep to public transport	10
Rail Access:	No access	0
SUSTAINABILITY AGGREGATE:		30
MARKETABILITY		
Accessibility:	Doorstep public transport	5
Economic Image:	Functional local image	0
Building Quality:	Existing buildings fit for current use only	5
Future Needs:	No room for expansion	0
Neighbours:	Acceptable neighbours	0
MARKETABILITY AGGREGATE:		10

Site Name: Current Use: Policy	15. Valley Street	Site Area Undeveloped Area	21.77
	Mixture of trade, car showroom, retail, office and industrial uses and a surface level public car park		1.87
	EP2.1		

SEQUENTIAL TEST

Previously developed land. Edge-of-centre.

QUALITY OF LOCATION COMMENTS

The site is located close to the town centre adjoining the ring road. The properties are a mixture with some poor quality. Redevelopment included mixed use and housing would help to regenerate specific buildings and the overall environmental quality of the area. This could be of particular importance to the river Skerne corridor.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Excellent
Proximity to Public Transport: Excellent
Good access from the ring road. Some congestion within the area due to narrow roads and the nature of current occupiers (requiring delivery van etc). There are no bus stops or cycle ways in the site although there are bus stops on North Road and on Houghton Road on the edge of the site

CONSTRAINTS

Saw Mills, School Furnishing Works, Football Ground, Laundry, Coal Depot, Allotment Gardens, Unknown Filled Ground, Gas holder station, Several garages and car dealerships, Scrap Yard, Timber Yard, Electric sub station, Factories and Works, Scrap Yard. There is also reference to tanks on site and Chestnut Street Landfill. There is a landfill off-site within 250 metres. Plays an important role on river corridor side or railway side to ensure green space area is retained or created to provide corridors of connectivity and buffer zones. (Proximity to LNR).

MARKETABILITY COMMENTS

Due to the location adjoining the town centre, it is likely to be very attractive for a wide range of existing uses and redevelopment. Considered a prime area of opportunity on the edge of the town centre. However current uses/ occupiers give a weak perception, with some vacant sites and buildings. Some areas are more attractive than others, there has been significant interest from developers looking for change of use to residential and retail, King Sturge have indicated that they would expect this to continue. Mostly trade counter and light industrial uses, some car dealerships. There are also several trade warehouses including the MFI and Halfords, which front onto Houghton Road. There is also a mix of Sui Generis uses. This mix of uses has generally moved away from the exclusive B1, B2 and B8 uses so further diversity would not be a great departure. Northern central section of this site (Eastmount Road) was included in the Darlington SHLAA March 2009 for potential housing development. Was considered to be available for housing development but not deliverable until beyond 2021. Constraints on deliverability and developability were considered to be a major industrial hazard (Transco gas holder).

POLICY COMMENTS

RSS policy 13 advocates that provision should be made in Central Darlington for mixed-use development on PDL locations. Central Darlington includes areas on the town centre fringe, such as this site.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Central	10
Neighbourhood Regeneration:	PDL Existing viable buildings	5
Property Regeneration:	Existing fit for purpose	5
Road Access:	Doorstep to public transport	10
Rail Access:	Potential rail access	5
SUSTAINABILITY AGGREGATE:		35
MARKETABILITY		
Accessibility:	Doorstep public transport	5
Economic Image:	Functional local image	0
Building Quality:	Existing buildings fit for current use only	5
Future Needs:	Capacity to modify / extend existing buildings	5
Neighbours:	Existing cluster / supply chain of similar businesses	5
MARKETABILITY AGGREGATE:		20
128		

Site Name: Current Use: Policy	16. Cleveland Street	Site Area Undeveloped Area	18.88
	Mixed industrial		0.96
	EP2.2		

SEQUENTIAL TEST

Previously developed land. Edge-of-centre.

QUALITY OF LOCATION COMMENTS

The site is rather isolated by the river corridor and railway lines to be considered for any other use. The exclusive industrial nature of the area does not lend itself to any other uses such as mixed use or residential.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Poor
Proximity to Public Transport: Excellent
Road access is via the trunk road network leading to main travel routes. However, both trunk road junctions are extremely congested. The site is served by a dedicated bus stop and a cycle way runs alongside the river corridor.

CONSTRAINTS

1858-1895 South Durham Iron Works with Railways, 1897-1939 Darlington Forge, Darlington Iron and Steel Works, Albert Hill Foundry, Wagon Works, 1939-1955 Darlington Forge (Steel) and Albert Hill Foundry (Iron), 1987-Present Cleveland Trading Estate, Works and Depots, Electric Sub Station. There are 5 landfills on site. Risk of contamination is unknown but likely due to past industrial uses. Plays an important role on river corridor side or railway side to ensure green space area is retained or created to provide corridors of connectivity and buffer zones. (Proximity to LNR).

MARKETABILITY COMMENTS

Mixed quality including new development. Mixture of trade and general industrial. Will be of interest to various occupiers. Green Street Motors site (south west of the site) and Ward Bros site (south of the site) were included in the Darlington SHLAA March 2009 for potential housing development. Were considered to be available for housing development and deliverable 2011 – 2016. Constraints on deliverability and developability were considered to be i) current lack of appetite amongst house builders; ii) uncertainty about the likelihood of completion of the remaining section of the Cross Town Route; and. iii) contaminated land issues.

POLICY COMMENTS

The site is an existing EP2.2 allocation in the Local Plan for use as B1, B2 and B8. RSS Policy 18 is also relevant.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Urban	5
Neighbourhood Regeneration:	PDL Existing viable buildings	5
Property Regeneration:	Existing fit for purpose	5
Road Access:	Doorstep to public transport	10
Rail Access:	Potential rail access	5
SUSTAINABILITY AGGREGATE:		30
MARKETABILITY		
Accessibility:	Doorstep public transport	5
Economic Image:	Functional local image	0
Building Quality:	Flexibility for future varying uses	10
Future Needs:	Capacity to modify / extend existing buildings	5
Neighbours:	Existing cluster / supply chain of similar businesses	5
MARKETABILITY AGGREGATE:		25

Site Name: Current Use: Policy	17. Albert Hill	Site Area Undeveloped Area	16.02
	Mixed industrial		1.27
	EP2.3		

SEQUENTIAL TEST

Previously developed land. Edge-of-centre.

QUALITY OF LOCATION COMMENTS

Mixed quality established industrial location. The site is rather isolated by the river corridor and railway lines to be considered for any other use. The exclusive industrial nature of the area does not lend itself to any other uses such as mixed use or residential.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Poor
Proximity to Public Transport: Excellent
Road access is via the trunk road network leading to main travel routes. However, both trunk road junctions are extremely congested. The site is served by a dedicated bus stop and a cycle way runs alongside the river corridor.

CONSTRAINTS

1897/98 Skerne Iron and Steel Works, Alliance Works (Engineering), 1915 Railway Alliance Works, 1939-1955 Railway Alliance Works, Skerne Works Engineering, Allotment Gardens, Nestfield Wagon Works, 1987 Albert Hill Industrial Estate, Alliance Industrial Estate, Works, Depots and Electrical Sub Station. There are 4 landfills on the site and tanks. Risk of contamination is unknown but likely due to past industrial uses.
Plays an important role on river corridor side or railway side to ensure green space area is retained or created to provide corridors of connectivity and buffer zones. (Proximity to LNR).

MARKETABILITY COMMENTS

Mixed industrial, established employment area. Parts of the estate are more suitable to their intended uses than others. Provides infill sites for development within their established area. It is popular with occupiers and should be safe guarded for this use.

POLICY COMMENTS

The site is an existing EP2.3 allocation in the Local Plan for use as B1, B2 and B8. RSS Policy 18 is also relevant.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Urban	5
Neighbourhood Regeneration:	PDL Existing viable buildings	5
Property Regeneration:	Existing fit for purpose	5
Road Access:	Doorstep to public transport	10
Rail Access:	Potential rail access	5
SUSTAINABILITY AGGREGATE:		30
MARKETABILITY		
Accessibility:	Doorstep public transport	5
Economic Image:	Functional local image	0
Building Quality:	Existing buildings fit for current use only	5
Future Needs:	Capacity to modify / extend existing buildings	5
Neighbours:	Existing cluster / supply chain of similar businesses	5
MARKETABILITY AGGREGATE:		20

Site Name: Current Use: Policy	18. South East Town Centre Fringe (Including Beaumont Street and Feethams)	Site Area	7.23
		Undeveloped Area	2.94
	Police Station, Fire Station, Sorting Office and vacant office building		

SEQUENTIAL TEST

Previously developed land. Edge-of-centre.

QUALITY OF LOCATION COMMENTS

Generally good quality although some poor quality retail fronting Victoria Road which could be improved through redevelopment.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Excellent
Proximity to Public Transport: Excellent
The site is on the edge of the town centre having numerous bus stops in the site and on the fringe and safe cycling areas. The site has immediate access from the ring road and main travel routes. The site is also a 5-minute walk from the ECML station.

CONSTRAINTS

Risk of contamination unknown but likely due to past industrial uses. Possible that landfill gas would indicate unsuitable for housing.

MARKETABILITY COMMENTS

Good, prominent, accessible location. Redevelopment potential for a number of high profile uses. Will be of interest to developers. The area provides a longer-term opportunity to provide land for centrally located office development. Because the site includes existing B1 and B2 uses as well as retail the site would be best allocated for mixed use rather than no use restriction. The purpose would be to have an element of control over future development in a prominent area on the fringe on the town centre. Site was considered in Darlington SHLAA 2009 as suitable for housing development but not currently available. Constraints on developability and deliverability were considered to be; i) current lack of appetite amongst house builders; ii) contaminated land; iii) Major industrial hazards; and iv) impact on the strategic highway network (Connections Study will provide more information).

POLICY COMMENTS

RSS policy 13 advocates that provision should be made in Central Darlington for mixed-use development on PDL locations. Central Darlington includes areas on the town centre fringe, such as this site.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Central	10
Neighbourhood Regeneration:	Potential for prestige businesses	5
Property Regeneration:	Existing fit for purpose	5
Road Access:	Doorstep to public transport	10
Rail Access:	Existing nearby freight or passenger rail access	10
SUSTAINABILITY AGGREGATE:		40
MARKETABILITY		
Accessibility:	Nearby existing rail access	10
Economic Image:	Potential for prestige businesses	5
Building Quality:	Existing buildings fit for current use only	5
Future Needs:	Capacity to modify – extend existing buildings	5
Neighbours:	Existing cluster / supply chain of similar businesses	5
MARKETABILITY AGGREGATE:		30
		131

Site Name:	19. Feethams Football Ground	Site Area	2.02
Current Use:	Former football ground	Undeveloped Area	2.02
Policy	E3 (Open Land)		

SEQUENTIAL TEST

Previously developed land. Edge-of-centre.

QUALITY OF LOCATION COMMENTS

Good quality location close to town centre and South Park.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Good
 Proximity to Public Transport: Excellent
 The site is on the edge of the town centre having a dedicated bus stop and safe cycling areas. The site has access from the ring road and main travel routes via a residential street with controlled parking.

CONSTRAINTS

1897-Present Feethams Football Ground. Some made ground is likely. Application submitted for housing.

MARKETABILITY COMMENTS

Good quality location close to town centre and South Park. Access via a residential road and cricket ground only. Marketability for employment use will be restricted by access

POLICY COMMENTS

The site is not allocated for any economic use and there is no justification to restrict the use. Appropriate development and redevelopment should be able to take place without the intervention of policy restrictions on use.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Urban	5
Neighbourhood Regeneration:	PDL Existing viable buildings	5
Property Regeneration:	Vacant Site	0
Road Access:	Access to local road network	0
Rail Access:	No access	0
SUSTAINABILITY AGGREGATE:		10
MARKETABILITY		
Accessibility:	Access to main and local road network	0
Economic Image:	Unsuitable for inward investment in current state	-5
Building Quality:	Underused or derelict investment needed	-5
Future Needs:	No room for expansion	0
Neighbours:	Acceptable neighbours	0
MARKETABILITY AGGREGATE:		-10

Site Name:	20. Cattle Market	Site Area	2.2
Current Use:	Cattle market / rail sidings	Undeveloped Area	0
Policy	H5 (New Housing Development Sites)		

SEQUENTIAL TEST

Previously developed land. Edge-of-centre.

QUALITY OF LOCATION COMMENTS

Surrounded by high density residential. The existing use essentially degrades the local environment and redevelopment to housing would substantially improve the local environment.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Good
Proximity to Public Transport: Excellent
Adjacent to the ECML station and a 5-minute walk from the town centre. Poor site access for lorries in a residential area. There is a bus stop for the adjacent ECML station and a safe cycle route on the edge of the site.

CONSTRAINTS

1898 Cattle Market. There are landfills within 250m of the site. More suitable for housing development but need to look at land contamination and rail noise. Industrial development not acceptable. Another central area which currently provides movement for biodiversity along linear site. Important to ensure improved wildlife corridor and enhanced biodiversity buffers within proposals.

MARKETABILITY COMMENTS

Poor marketability for employment due to surrounding residential and access. Surrounded by high density residential. Close to station and town centre. Poor site access for lorries. Congested location for livestock market. Not really suitable for existing use as within a residential area. Site was considered in Darlington SHLAA 2009 as suitable for housing development but not currently available. Constraints on developability and deliverability were considered to be; i) current lack of appetite amongst house builders; ii) contaminated land; iii) Major industrial hazards; and iv) impact on the strategic highway network (Connections Study will provide more information).

POLICY COMMENTS

The site is allocated in the Local Plan as a housing site through policy H5.8.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Urban	5
Neighbourhood Regeneration:	PDL Existing viable buildings	5
Property Regeneration:	Existing fit for purpose	5
Road Access:	Doorstep to public transport	10
Rail Access:	Existing nearby freight or passenger rail access	10
SUSTAINABILITY AGGREGATE:		35
MARKETABILITY		
Accessibility:	Doorstep public transport	5
Economic Image:	Potential for prestige businesses	5
Building Quality:	Existing buildings fit for current use only	5
Future Needs:	No room for expansion	0
Neighbours:	Acceptable neighbours	0
MARKETABILITY AGGREGATE:		15

Site Name: Current Use: Policy	22. East Town Centre Fringe	Site Area	14.15
	Theatre, Hotel, Church, Various shops, restaurants, offices and residential and industrial.		0
	Part EP2.1	Undeveloped Area	

SEQUENTIAL TEST

Previously developed land. Edge-of-centre.

QUALITY OF LOCATION COMMENTS

Generally good quality although some poor quality residential facing Borough Road which could be improved through redevelopment.

Borough Road Industrial Area: Poor quality Nissan type small units. Very congested, narrow estate roads, limited turning/yards with some units coming to the end of their economic life.

Redevelopment for housing or mixed-use schemes would improve the quality of existing buildings and improve the environmental quality of the local area.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Excellent

Proximity to Public Transport: Excellent

The site is on the edge of the town centre having numerous bus stops in the site and on the fringe and safe cycling areas. The site has immediate access from the ring road and main travel routes. The site is also a 5-minute walk from the ECML station.

Borough Road Industrial Area: Very congested, narrow estate roads, limited turning/yards more suited to a high density housing environment rather than a modern industrial site where occupiers have completely different needs.

CONSTRAINTS

Risk of contamination unknown but likely due to past industrial uses. Possibly suitable for housing but concerns regarding noise etc from industrial area, road and rail traffic. Likely to be heavily contaminated and possible that landfill gas would indicate unsuitable for housing.

MARKETABILITY COMMENTS

Good, prominent, accessible location. Redevelopment potential for a number of high profile uses. Will be of interest to developers. The area provides a longer-term opportunity to provide land for centrally located office development. Because the site includes existing B1 and B2 uses as well as retail the site would be best allocated for mixed use rather than no use restriction. The purpose would be to have an element of control over future development in a prominent area on the fringe on the town centre.

Borough Road Industrial Area: Currently weak perception of this area, in terms of environment quality and existing units are coming to the end of their economic life. Poor quality units. Very congested narrow estate roads, limited turning/yards. The units are coming to the end of their economic life. Site was considered in Darlington SHLAA 2009 as suitable for housing development but not currently available. Constraints on developability and deliverability were considered to be; i) current lack of appetite amongst house builders; ii) contaminated land; iii) Major industrial hazards; and iv) impact on the strategic highway network (Connections Study will provide more information).

POLICY COMMENTS

RSS policy 13 advocates that provision should be made in Central Darlington for mixed-use development on PDL locations. Central Darlington includes areas on the town centre fringe, such as this site.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Central	10
Neighbourhood Regeneration:	PDL Existing viable buildings	5
Property Regeneration:	Existing fit for purpose	5
Road Access:	Doorstep to public transport	10
Rail Access:	Existing nearby freight or passenger rail access	10
SUSTAINABILITY AGGREGATE:		40
MARKETABILITY		
Accessibility:	Nearby existing rail access	10
Economic Image:	Potential for prestige businesses	5
Building Quality:	Existing buildings fit for current use only	5
Future Needs:	No room for expansion	0
Neighbours:	Existing cluster / supply chain of similar businesses	5
MARKETABILITY AGGREGATE:		25

Site Name: Current Use: Policy	24. Central Park	Site Area Undeveloped Area	27.97
	New college building and vacant land		26.62
	EP4 and RSS16		

SEQUENTIAL TEST

Mixed Greenfield and Previously developed land. Edge-of-centre.

QUALITY OF LOCATION COMMENTS

High-density housing currently surrounds the site, however it is large enough to create its own quality environment, close to the town centre with potential future access onto Yarm Road and Haughton Road. The redevelopment for mixed use will improve the quality of the environment on a site with a prominent view from the ECML and on two main travel routes in the town.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Excellent
Proximity to Public Transport: Excellent
The site is on the edge of the town centre. The site is a 5-minute walk from the ECML station and is well served by bus stops on the main travel routes serving the site along with a cycle route on Haughton Road.

CONSTRAINTS

1858-1884 Engine Fitting Shops and Railway, 1898-1955 Engine Shed and Railways, 1939-87 Highways Depot, Allotment Gardens, Present Darlington College, Highways Depot and Allotment Gardens. There are 3 Landfills on site and Tanks. Risk of contamination is unknown but likely due to past industrial uses.
Has some built in green infrastructure- It does have a very important population of Dingy Skipper butterfly (DBAP species). Railway corridor important, it also has size to have a demand for internal biodiverse green space built in.

MARKETABILITY COMMENTS

The area is already subject to a substantial planning permission for new offices, leisure and housing. The future for the site is for genuine mixed use with Tees Valley Regeneration leading on attracting developers and occupiers on the site. The site has secured developers and will be brought forward. The new Eastern Transport Corridor will also increase the marketability for the site with mixed-use development potential.

POLICY COMMENTS

Part of the site is already allocated for B1, B2 and B8 through policy EP4. RSS policy 13 advocates that provision should be made in Central Darlington for mixed-use development on PDL locations. Central Darlington includes areas on the town centre fringe, such as this site.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Urban	5
Neighbourhood Regeneration:	PDL derelict	10
Property Regeneration:	Underused or demolished or derelict buildings	10
Road Access:	Doorstep to public transport	10
Rail Access:	Potential Rail Access	5
SUSTAINABILITY AGGREGATE:		40
MARKETABILITY		
Accessibility:	Nearby existing rail access	10
Economic Image:	Potential for prestige businesses	5
Building Quality:	Vacant Site	0
Future Needs:	Appropriate expansion land available	10
Neighbours:	Acceptable neighbours	0
MARKETABILITY AGGREGATE:		25

Site Name: Current Use: Policy	25. Barton Street	Site Area Undeveloped Area	0.3
	Second-hand car sales, motorbike sales and van sales on Houghton Road frontage with industrial to rear		0
	N / A		

SEQUENTIAL TEST

Previously developed land. Out-of-centre.

QUALITY OF LOCATION COMMENTS

The existing industrial and commercial buildings are of generally poor quality which front onto a main travel route and the new Eastern Transport Corridor access onto Houghton Road. Redevelopment to residential or for new commercial premises or a mixed use would help to improve the environmental quality of the local area.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Good
Proximity to Public Transport: Excellent
Access is direct from a main travel route and fronting the access directly onto the new Eastern Transport Corridor. The site is well served by numerous bus stops on Houghton Road and Barton Street along with a cycle route near the site.

CONSTRAINTS

1939-1955 Launderette, Small area of unknown filled ground, Garage, Tanks on site and a Petrol Station with tanks adjacent. Potentially a landfill, however, the EA are not aware of one. Planning permission granted for housing on southern part of site.

MARKETABILITY COMMENTS

The units are of generally poor quality and are/would be difficult to let except on flexible terms.

POLICY COMMENTS

The site is not allocated for any economic use and there is no justification to restrict the use. Appropriate development and redevelopment should be able to take place without the intervention of policy restrictions on use.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Urban	5
Neighbourhood Regeneration:	PDL Existing viable buildings	5
Property Regeneration:	Existing fit for purpose	5
Road Access:	Doorstep to public transport	10
Rail Access:	No access	0
SUSTAINABILITY AGGREGATE:		25
MARKETABILITY		
Accessibility:	Doorstep public transport	5
Economic Image:	Functional local image	0
Building Quality:	Existing buildings fit for current use only	5
Future Needs:	Capacity to modify / extend existing buildings	5
Neighbours:	Acceptable neighbours	0
MARKETABILITY AGGREGATE:		15

Site Name: Current Use: Policy	26. Blackett Road	Site Area Undeveloped Area	2.86
	Industrial / retail		1.35
	EP2.4		

SEQUENTIAL TEST

Previously developed land. Out-of-centre.

QUALITY OF LOCATION COMMENTS

Refurbished existing industrial buildings with extensive yard with main road frontage, being occupied by discount retailer. Development on the site would complement the already existing good quality industrial/commercial environment.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Good
Proximity to Public Transport: Good
Access is via a service road directly onto a main travel route with a dedicated bus stop. Close to access onto the Eastern Transport Corridor. There is no direct access onto the Eastern Transport Corridor from the site although the ETC adjoins the site.

CONSTRAINTS

1897/98-1915/16 Brickworks with Clay Pits, 1939-1955 Brickworks, 1955 Allotment Gardens and Omnibus Depot, 1971 Depot with tanks, Concrete Works, Transport Depot and Electro-Plating Works, Present Electric Sub Station, There are 2 landfills on site and tanks on site. Risk of contamination is unknown but likely due to past industrial uses. May be suitable for housing but would depend on whether existing industrial/commercial developments remain. Land contamination would need to be addressed in particular landfill gas, which may prohibit housing development.

MARKETABILITY COMMENTS

The industrial space offers good quality refurbished accommodation. Was considered suitable for housing development in Darlington SHLAA 2009. Was considered available and developable 2016 – 2021. Constraints on developability and deliverability were considered to be; i) current lack of appetite amongst house builders; ii) availability as DBC has not yet resolved to sell some sites in Council ownership that were identified as suitable; and, iii) contaminated land.

POLICY COMMENTS

The site is already allocated for B1, B2 and B8 uses through the Local Plan policy EP2.4. RSS Policy 18 is also relevant.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Urban	5
Neighbourhood Regeneration:	PDL Existing viable buildings	5
Property Regeneration:	Existing fit for purpose	5
Road Access:	Doorstep to public transport	10
Rail Access:	No access	0
SUSTAINABILITY AGGREGATE:		25
MARKETABILITY		
Accessibility:	Doorstep public transport	5
Economic Image:	Functional local image	0
Building Quality:	Existing buildings fit for current use only	5
Future Needs:	No room for expansion	0
Neighbours:	Acceptable neighbours	0
MARKETABILITY AGGREGATE:		10

Site Name: Current Use: Policy	27. Red Barnes Way	Site Area Undeveloped Area	11.83
	Mixed use including trade use and motor dealership fronting McMullen Road. Retail warehousing and food store fronting Haughton Road, Amec Works & Depot, industrial, concrete batching plant.		0
			EP2.4

SEQUENTIAL TEST

Previously developed land. Out-of-centre.

QUALITY OF LOCATION COMMENTS

Mixed quality, but generally poor. Large proportion of the site occupied by a single occupier with a large amount of temporary Portacabin accommodation. Development and redevelopment on the site would complement the already existing quality of the industrial/commercial environment.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Good
Proximity to Public Transport: Excellent
Access is via a service road directly onto a main travel route with a dedicated bus stop. Close to access onto the Eastern Transport Corridor. There is no direct access onto the Eastern Transport Corridor from the site although the ETC adjoins the site.

CONSTRAINTS

1939-1955 Engineering Works and Clay Pits with Railways, 1971 Depot, Engineering Works, Cement Works, Warehouse, animal Feed Mill, Electric sub Station, Present AMEC, Workshops, There is 1 landfill directly west of the site. Tanks on site. Risk of contamination is unknown but likely due to past industrial uses. May be suitable for housing but would depend on whether existing industrial/commercial developments remain. Land contamination would need to be addressed in particular landfill gas, which may prohibit housing development.

MARKETABILITY COMMENTS

High level of occupancy of existing buildings. The new build accommodation should let well. Relates well to existing employment uses. Good site for sustainable office and light industrial uses. AMEC site was considered in the Darlington SHLAA 2009 as suitable for housing, available and achievable, likely to become available in 2011 (period 2011 – 2016). Constraints on developability and deliverability were considered to be; i) current lack of appetite amongst house builders; ii) contaminated land; and iii) relocation of existing businesses.

POLICY COMMENTS

The site is already allocated for B1, B2 and B8 uses through the Local Plan policy EP2.4. RSS Policy 18 is also relevant.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Urban	5
Neighbourhood Regeneration:	PDL Existing viable buildings	5
Property Regeneration:	Underused or demolished or derelict buildings	10
Road Access:	Doorstep to public transport	10
Rail Access:	No access	0
SUSTAINABILITY AGGREGATE:		30
MARKETABILITY		
Accessibility:	Doorstep public transport	5
Economic Image:	Potential for prestige businesses	5
Building Quality:	Existing buildings fit for current use only	5
Future Needs:	Appropriate expansion land available	10
Neighbours:	Existing cluster / supply chain of similar businesses	5
MARKETABILITY AGGREGATE:		30

Site Name: Current Use: Policy	28. McMullen Road West	Site Area Undeveloped Area	8.42
	Vacant site		8.42
	EP3.1		

SEQUENTIAL TEST

Previously developed land. Out-of-centre.

QUALITY OF LOCATION COMMENTS

The site has been excavated and land filled in its history. Development and redevelopment of the site for industrial and commercial uses would make the best use of its location on a main travel route and would fit well with the surrounding uses. The site is not well related to other uses except for commercial and industrial uses. The site should develop to complement the existing employment site at Banks Road, which is successful and is fit for purpose.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Excellent
Proximity to Public Transport: Excellent
The site is well served by bus stops on McMullen Road and is also fronting a cycle route. The site will benefit from the new Eastern Transport Corridor with access directly onto the site from the new road.

CONSTRAINTS

1956 Clay Pits to the far east of the site, 1971 McMullen Road Landfill, Present Garages and Car Dealerships to the east. Risk of contamination is unknown but likely due to past industrial uses. Noise from DETC and concerns regarding landfill gas from McMullen Road Landfill may prohibit housing development.

MARKETABILITY COMMENTS

King Sturge suggest that the landowner is interested in bring forward the site for a mix of employment and trade uses. Apparently the site is currently being marketed for motor trade, drive thru', PFS trade park or B1, subject to planning, although it appears there is no permission in place. Despite interest from developers for trade, motor and drive thru uses, there is no real market justification for changing the use. The reason why the site has not been comprehensively developed before is because of the poor access. The ETC will improve this access and make the land attractive for industrial development.

POLICY COMMENTS

The site is already allocated for B1, B2 and B8 uses through the Local Plan policy EP3.1. RSS Policy 18 is also relevant.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Urban	5
Neighbourhood Regeneration:	PDL Derelict	10
Property Regeneration:	Vacant Site	0
Road Access:	Doorstep to public transport	10
Rail Access:	No access	0
SUSTAINABILITY AGGREGATE:		25
MARKETABILITY		
Accessibility:	Doorstep to public transport	5
Economic Image:	Potential for prestige businesses	5
Building Quality:	Vacant Site	0
Future Needs:	Appropriate expansion land available	10
Neighbours:	Existing cluster / supply chain of similar businesses	5
MARKETABILITY AGGREGATE:		25

Site Name: Current Use: Policy	29. Banks Road	Site Area Undeveloped Area	11
	Mixed employment / trade / motor trade		0
	EP2.5		

SEQUENTIAL TEST

Previously developed land. Out-of-centre.

QUALITY OF LOCATION COMMENTS

Mixture of quality and styles of industrial units including trade uses. Development and redevelopment for industrial uses will be in keeping with the existing environment. The site is not well related to other uses except for commercial and industrial uses. The location is PDL, well within the urban area and should be retained for industrial use. The majority of the existing industrial sites are on the edge of the urban area and fronting Greenfield sites. Due to its relatively sustainable location this site is valuable B1, B2 and B8 land.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Good
Proximity to Public Transport: Excellent
The site is well served by bus stops on McMullen Road and is also fronting a cycle route. The site will benefit from the new Eastern Transport Corridor with access from a new junction at McMullen Road.

CONSTRAINTS

1971-Present Various Depots with Tanks, Road Services Depot, PO Telephone Engineering Centre with Tanks, Joinery Works, Factories with Tanks, Warehouses and an MOT Centre. Risk of contamination is unknown but likely due to past industrial uses

MARKETABILITY COMMENTS

Generally small industrial, well let/occupied including some trade uses. Variety of buildings, which will be suitable for a number of occupiers

POLICY COMMENTS

The site is already allocated for B1, B2 and B8 uses through the Local Plan policy EP2.5. RSS Policy 18 is also relevant.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Urban	5
Neighbourhood Regeneration:	PDL Existing viable buildings	5
Property Regeneration:	Existing fit for purpose	5
Road Access:	Doorstep to public transport	10
Rail Access:	No access	0
SUSTAINABILITY AGGREGATE:		25
MARKETABILITY		
Accessibility:	Doorstep public transport	5
Economic Image:	Functional local image	0
Building Quality:	Existing buildings fit for current use only	5
Future Needs:	No room for expansion	0
Neighbours:	Existing cluster / supply chain of similar businesses	5
MARKETABILITY AGGREGATE:		15

Site Name: Current Use: Policy	30. Red Hall Stables	Site Area Undeveloped Area	0.53
	Greenfield site		0.53
	E3 (Open Land)		

SEQUENTIAL TEST

Greenfield site. Out-of-centre.

QUALITY OF LOCATION COMMENTS

The site is currently Greenfield open space and any development would detract from the quality of the environment.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Good
Proximity to Public Transport: Good
Access would be via an existing residential area with nearby bus stops at Red Hall. A cycle route is also nearby.

CONSTRAINTS

1855-1895 Re-routing of the River Skerne, Unknown Filled Ground, Housing. Risk of contamination is unknown but likely to be some made ground from the housing and unknown filled ground. Large green space area, providing wildlife connection to wider countryside. Riverine species consideration with thicker buffer through habitat creation along river.

MARKETABILITY COMMENTS

There is no market justification to change the use of this site.

POLICY COMMENTS

There is no policy justification for changing the designation of this land. It should be retained as Greenfield open space.

SCORING

SUSTAINABILITY:		SCORE
Land type:	GF Urban	0
Neighbourhood Regeneration:	GF Vacant	0
Property Regeneration:	Underused or demolished or derelict buildings	10
Road Access:	No current access	-5
Rail Access:	No access	0
SUSTAINABILITY AGGREGATE:		5
MARKETABILITY		
Accessibility:	No current access	-5
Economic Image:	Unsuitable for inward investment	-5
Building Quality:	Vacant Site	0
Future Needs:	No room for expansion	0
Neighbours:	Acceptable neighbours	0
MARKETABILITY AGGREGATE:		-10

Site Name: Current Use: Policy	31. McMullen Road Open Space	Site Area Undeveloped Area	3.09
	Landscaping		3.09
	E3 (Open Land)		

SEQUENTIAL TEST

Greenfield. Out-of-centre.

QUALITY OF LOCATION COMMENTS

Developing the site for mixed-use purposes would potentially improve the views of the site from the new Eastern Transport Corridor and the existing main travel route.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Excellent
Proximity to Public Transport: Good
Access to the site is from McMullen Road which links directly to the new Eastern Transport Corridor. The site benefits from a nearby bus stop and the existing cycle route. Developed as part of the McMullen Road East and the Lingfield Point site would give greater accessibility to both sites.

CONSTRAINTS

Some ground regarding along the former railway and across the centre of the site, 1971 Electric Sub Station. Risk of contamination is unknown but there is the potential for made ground where the land has been regraded and potential contaminants in the area of the Electric Sub Station. Part of Lingfield Point Site.

MARKETABILITY COMMENTS

King Sturge suggest the site will be of interest to developers due to main road frontage and mix of uses. Logically and ideally the site should be developed as part of or in tandem with the McMullen Road East and Lingfield Point site. Was considered in Darlington SHLAA 2009 as suitable and available for housing development (developable 2016 – 2021). Constraints on developability and deliverability were considered to be; i) current lack of appetite amongst house builders; ii) contaminated land; iii) impact on strategic highway network (likely to be resolved in 2009).

POLICY COMMENTS

Policy 13 in the RSS states that DPDs should support PDL mixed use developments in sustainable locations. The site, linked to the McMullen Road and the Lingfield Point site is a sustainable location based on its good accessibility and links to the regeneration of a wider area

SCORING

SUSTAINABILITY:		SCORE
Land type:	GF Urban	0
Neighbourhood Regeneration:	GF Agriculture or Recreation	-5
Property Regeneration:	Vacant Site	0
Road Access:	Doorstep to public transport	10
Rail Access:	No access	0
SUSTAINABILITY AGGREGATE:		5
MARKETABILITY		
Accessibility:	Doorstep public transport	5
Economic Image:	Potential for prestige businesses	5
Building Quality:	Vacant Site	0
Future Needs:	No room for expansion	0
Neighbours:	Existing cluster / supply chain of similar businesses	5
MARKETABILITY AGGREGATE:		15

Site Name: Current Use: Policy	32. McMullen Road East	Site Area Undeveloped Area	6.73
	Sports field, landscape and car parking		6.73
	EP3.2, EP7.1		

SEQUENTIAL TEST

Greenfield. Out-of-centre.

QUALITY OF LOCATION COMMENTS

Developing the site for mixed-use purposes would potentially improve the views of the site from the new Eastern Transport Corridor and the existing main travel route.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Excellent
Proximity to Public Transport: Excellent
Access to the site is from McMullen Road which links directly to the new Eastern Transport Corridor. The site benefits from a dedicated bus stop and the existing cycle route. Developed as part of the Lingfield Point site would give greater accessibility to both sites.

CONSTRAINTS

Sports Ground, Garages and Car Dealerships on McMullen Road. Likely to be made ground associated with the sports grounds, pavilion etc. and some potential contaminated land due to the garages. Part of Lingfield Point mixed-use site.

MARKETABILITY COMMENTS

King Sturge suggest the site will be of interest to developers due to main road frontage and mix of uses. Logically and ideally the site should be developed as part of or in tandem with the Lingfield Point site. Was considered in Darlington SHLAA 2009 as suitable and available for housing development (developable 2016 – 2021). Constraints on developability and deliverability were considered to be; i) current lack of appetite amongst house builders; ii) contaminated land; iii) impact on strategic highway network (likely to be resolved in 2009).

POLICY COMMENTS

Policy 13 in the RSS states that DPDs should support PDL mixed use developments in sustainable locations. The site, linked to the Lingfield Point site is a sustainable location based on its good accessibility and links to the regeneration of a wider area.

SCORING

SUSTAINABILITY:		SCORE
Land type:	GF Urban	0
Neighbourhood Regeneration:	GF Agriculture or Recreation	-5
Property Regeneration:	Vacant Site	0
Road Access:	Doorstep to public transport	10
Rail Access:	No Access	0
SUSTAINABILITY AGGREGATE:		5
MARKETABILITY		
Accessibility:	Doorstep public transport	5
Economic Image:	Potential for prestige businesses	5
Building Quality:	Vacant Site	0
Future Needs:	Appropriate expansion land available	10
Neighbours:	Existing cluster / supply chain of similar businesses	5
MARKETABILITY AGGREGATE:		25

Site Name: Current Use: Policy	33. Lingfield Point	Site Area Undeveloped Area	45.56
	Mixed employment use		14.94
	EP2.6		

SEQUENTIAL TEST

Previously developed land. Out-of-centre.

QUALITY OF LOCATION COMMENTS

A mixture of poor quality former manufacturing space and refurbished mixed employment space. Redevelopment for mixed use will improve the overall quality of the local environment on a site that is prominent from main travel routes and the ETC.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Excellent
Proximity to Public Transport: Excellent
Access via a service road from a main travel route. Access would be greatly increased as the site will be directly served from the new Eastern Transport Corridor as well as benefiting from the new McMullen Road junction.

CONSTRAINTS

1955 Patons and Baldwins Spinning Mill with Tanks, Electricity Transforming Station and Tanks, Pumping House and Reservoir, Present Lingfield Point. Part of Lingfield Point mixed use development site.

MARKETABILITY COMMENTS

Predominantly unrefurbished manufacturing space, poor quality and will be difficult to let due to specification and size of buildings. Mixed-use scheme with an element of housing could provide the capital and catalyst for further industrial and commercial development. There appears to be a market for a mixed-use development in this area resulting from developer interest. Was considered in Darlington SHLAA 2009 as suitable and available for housing development (developable 2016 – 2021). Constraints on developability and deliverability were considered to be; i) current lack of appetite amongst house builders; ii) contaminated land; iii) impact on strategic highway network (likely to be resolved in 2009).

POLICY COMMENTS

Policy 13 in the RSS states that DPDs should support PDL mixed use developments in sustainable locations. The site is a sustainable location based on its good accessibility and links to the regeneration of a wider area.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Urban	5
Neighbourhood Regeneration:	PDL Derelict	10
Property Regeneration:	Underused or demolished or derelict buildings	10
Road Access:	Doorstep to public transport	10
Rail Access:	No access	0
SUSTAINABILITY AGGREGATE:		35
MARKETABILITY		
Accessibility:	Doorstep public transport	5
Economic Image:	Potential for prestige businesses	5
Building Quality:	Underused or derelict buildings investment needed	-5
Future Needs:	Appropriate expansion land available	10
Neighbours:	Existing cluster / supply chain of similar businesses	5
MARKETABILITY AGGREGATE:		20

Site Name: Current Use: Policy	34. Yarm Road Industrial Area	Site Area Undeveloped Area	73.13
	Mixed industrial estate with some office, trade and van sales use		9.78
	EP2.6		

SEQUENTIAL TEST

Previously developed land. Out-of-centre.

QUALITY OF LOCATION COMMENTS

Generally good quality buildings with some new build offices and managed workspace available to let. Some remaining Greenfield development land.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Excellent
Proximity to Public Transport: Good
The site has good access directly from a main travel route and has a nearby bus stop on Yarm Road. The Yarm Road links to the nearby A66. There is potential for the northern area of the site via Lingfield Way to be linked directly to the new Eastern Transport Corridor.

CONSTRAINTS

1956 Unknown Filled Ground from a former pond, 1970-2005 Torrington Engineering Works. 1979-Present Various Works Depot, Yarm Road Industrial Estate, Hospital and Commercial Premises. Not suitable for residential development. Risk of contamination unknown but likely due to past industrial uses.

MARKETABILITY COMMENTS

Generally good quality buildings with some new build offices and managed workspace available to let. Some remaining development land. The site provides infill sites for development within their established area. It is popular with occupiers and should be safe guarded for this use.

POLICY COMMENTS

The site is already allocated for B1, B2 and B8 uses through the Local Plan policy EP2.6. RSS Policy 18 is also relevant.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Urban	5
Neighbourhood Regeneration:	PDL Existing viable buildings	5
Property Regeneration:	Underused or demolished or derelict buildings	10
Road Access:	Access to main road network	5
Rail Access:	No access	0
SUSTAINABILITY AGGREGATE:		25
MARKETABILITY		
Accessibility:	Doorstep public transport	5
Economic Image:	Potential for prestige businesses	5
Building Quality:	Flexibility for future varying uses	10
Future Needs:	Capacity to modify / extend existing buildings	5
Neighbours:	Existing cluster / supply chain of similar businesses	5
MARKETABILITY AGGREGATE:		30

Site Name: Current Use: Policy	35. Yarm Road South Extension	Site Area Undeveloped Area	40.8
	Greenfield land		40.8
	EP2.6, EP3.3		

SEQUENTIAL TEST

Greenfield land. Out-of-centre location.

QUALITY OF LOCATION COMMENTS

Currently predominantly open space and agricultural land. The nearby Maidendale LNR would screen any development from the new and existing housing. The site would be prominent from the A66 so would need be of suitable design. The location on Greenfield land would provide an excellent environment for a sympathetic development.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Good

Proximity to Public Transport: Good

The site is essentially backland development and would require access being introduced. If access were installed it would be onto a main travel route that connects with the nearby A66. The Back land area to the east will require infrastructure to open up for development either from the Morton Palms end or Maidendale side. There is a nearby bus stop on Yarm Road.

CONSTRAINTS

Agricultural Land. Unknown but potential for made ground and contamination around Maidendale Farm. Planning application for Council depot. Risk of contamination is unknown but potential for made ground and contamination around Maidendale Farm.
Large area of urban fringe land. Wildlife corridors along boundaries and transport links to maintain. Habitat creation to be accommodated. (Proximity to LNR)

MARKETABILITY COMMENTS

Long-term development land with potential to link into railway on eastern boundary. The western part of the site is considered appropriate for the relocation of the Council Depot from Haughton Road. A planning application will be submitted for the depot in mid 2008 for B1, B2 and B8 uses. This forthcoming development may encourage other businesses to locate at the site.

POLICY COMMENTS

The site is already allocated for B1, B2 and B8 uses through the Local Plan policy EP2.6. RSS policy 18 is also relevant.

SCORING

SUSTAINABILITY:		SCORE
Land type:	GF Urban Edge	-5
Neighbourhood Regeneration:	GF Agriculture or Recreation	-5
Property Regeneration:	Vacant Site	0
Road Access:	Access to Local Road Network	0
Rail Access:	Potential Rail Access	5
SUSTAINABILITY AGGREGATE:		-5
MARKETABILITY		
Accessibility:	Access to Main and local road network	0
Economic Image:	Potential for prestige businesses	5
Building Quality:	Vacant Site	0
Future Needs:	Appropriate expansion land available	10
Neighbours:	Existing cluster / supply chain of similar businesses	5
MARKETABILITY AGGREGATE:		20

Site Name: Current Use: Policy	36. A66 Wedge	Site Area Undeveloped Area	29.09
	Greenfield site.		29.09
	N / A		

SEQUENTIAL TEST

Greenfield site. Out-of-centre location.

QUALITY OF LOCATION COMMENTS

Elongated site, prominent frontage to bypass. No site access. Development would not improve the Greenfield appearance from the A66.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Excellent
Proximity to Public Transport: Poor
Poor access from the existing trunk road network restricts the possibility of this site coming forward for development.

CONSTRAINTS

1964 Far west of the site were Allotment Gardens and an Electric Sub Station. Were formerly farm/buildings directly north of the Caravan Site. Risk of contamination is unknown but some potential for contamination on the site of the former allotment gardens and made ground/contamination around the far/buildings. A very important biodiversity site. Contains Brankin Moor LNR. Excellent possibilities for wildlife corridors and habitat creation elements along and throughout the whole site in a sensitive urban fringe setting. Countryside access enhancements possible. These could include improved access across A66.

MARKETABILITY COMMENTS

Elongated site, prominent frontage to bypass. No site access. Poor marketability due to shape of site, no access and part woodland.

POLICY COMMENTS

There is no policy justification for changing the designation of this land to B1, B2 or B8 or any other use. It should be retained as Greenfield and agricultural land where necessary.

SCORING

SUSTAINABILITY:		SCORE
Land type:	GF Urban Edge	-5
Neighbourhood Regeneration:	GF Agriculture or Recreation	-5
Property Regeneration:	Vacant Site	0
Road Access:	No current access	-5
Rail Access:	Potential Rail Access	5
SUSTAINABILITY AGGREGATE:		-10
MARKETABILITY		
Accessibility:	No current access	-5
Economic Image:	Unsuitable for inward investment	-5
Building Quality:	Vacant Site	0
Future Needs:	No room for expansion	0
Neighbours:	Acceptable neighbours	0
MARKETABILITY AGGREGATE:		-10

Site Name: Current Use: Policy	37. Yarm Road South	Site Area Undeveloped Area	36.22
	Former manufacturing unit, part vacant, part call centre with expansion land. AMEC premises.		0
	EP2.6		

SEQUENTIAL TEST

Previously developed land. Out-of-centre location.

QUALITY OF LOCATION COMMENTS

There is no need of redevelopment as there are existing businesses occupying the site. If relevant in the future, development and redevelopment of the site for industrial and commercial uses would make the best use of its location on a main travel route and would fit well with the surrounding uses. The site is not well related to other uses except for commercial and industrial uses. The site should develop to complement the existing employment sites north and south of Yarm Road, which are successful and fit for purpose.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Excellent
Proximity to Public Transport: Excellent
The site has good access directly from a main travel route and has a nearby bus stop on Yarm Road. The Yarm Road links to the nearby A66.

CONSTRAINTS

Risk of contamination is unknown but likely due to past industrial uses.

MARKETABILITY COMMENTS

King Sturge suggests that there is strong interest for change of use. A planning permission has been refused to this effect. Despite this, the site has a viable business operating from the building. There is no pressing market justification to change the use from B1, B2 or B8.

POLICY COMMENTS

The site is already allocated for B1, B2 and B8 uses through the Local Plan policy EP2.6. RSS Policy 18 is also relevant.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Urban	5
Neighbourhood Regeneration:	PDL existing viable buildings	5
Property Regeneration:	Existing fit for purpose	5
Road Access:	Doorstep to public transport	10
Rail Access:	Existing nearby freight or passenger rail access	10
SUSTAINABILITY AGGREGATE:		35
MARKETABILITY		
Accessibility:	Doorstep public transport	5
Economic Image:	Established area of prestige businesses	10
Building Quality:	Flexibility for future varying uses	10
Future Needs:	Capacity to modify / extend existing buildings	5
Neighbours:	Area of prestige business	10
MARKETABILITY AGGREGATE:		40

Site Name: Current Use: Policy	38. Morton Park	Site Area Undeveloped Area	12.8
	Pub, hotel, private hospital, retail and development land.		0.71
	EP2.7		

SEQUENTIAL TEST

Predominantly previously developed land, however remaining area is Greenfield. Out-of-centre location.

QUALITY OF LOCATION COMMENTS

Good prominent location with good quality mixed-use new development on parts of the site. The current diversity of use on the specific site includes C1, D1 and Sui Generis. The further development of this kind will fit well the immediate surrounding uses. It appears that due to piecemeal, non B1, B2, B8, development the area has lost an industrial environment and diverse use would best increase the viability of this site.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Excellent
Proximity to Public Transport: Good
The site has good access directly from a main travel route and has a nearby bus stop on Yarm Road. The Yarm Road links to the nearby A66. There is potential for the northern area of the site via Lingfield Way to be linked directly to the new Eastern Transport Corridor.

CONSTRAINTS

Morrison's Car Park, Petrol Station with Tanks, Electric Sub Station. Risk of contamination is unknown but likely due to past industrial uses.

MARKETABILITY COMMENTS

Pub, hotel, private hospital and development land. Good prominent location with good quality mixed use new development on part. Will be attractive for high value roadside uses. Part of the site has recently obtained permission for a car showroom and workshops on appeal after being refused.

POLICY COMMENTS

The current diversity of use on this site includes C1, D1 and Sui Generis. Further development of this kind will fit well the immediate surrounding uses. An application for Sui Generis car sales was allowed on appeal in 2005. The inspector highlighted the over supply of employment land, the surrounding non B1, B2, B8 uses, lack of market interest in B1, B2, B8 on the site, the creation of 60 full time jobs and the complementary building design when considering the surrounding uses.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Urban	5
Neighbourhood Regeneration:	PDL Existing viable buildings	5
Property Regeneration:	Existing fit for purpose	5
Road Access:	Doorstep to public transport	10
Rail Access:	No access	0
SUSTAINABILITY AGGREGATE:		25
MARKETABILITY		
Accessibility:	Doorstep public transport	5
Economic Image:	Established area of prestige businesses	10
Building Quality:	Existing buildings fit for current use only	5
Future Needs:	Capacity to modify / extend existing buildings	5
Neighbours:	Area of prestige business	10
MARKETABILITY AGGREGATE:		35

Site Name: Current Use: Policy	39. Yarm Road North Extension	Site Area Undeveloped Area	42.29
	Greenfield Site.		42.29
	EP2.6, 6.1, 7.2		

SEQUENTIAL TEST

Greenfield site. Out-of-centre location.

QUALITY OF LOCATION COMMENTS

Greenfield site. The site would be prominent from the A66 and the ETC so would need be of suitable design. The location on Greenfield land would provide an excellent environment for a sympathetic development.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Good
Proximity to Public Transport: Poor
Access would be greatly increased, as the site will be directly served from the new Eastern Transport Corridor, which has access directly onto the A66. The site does not benefit from any existing road network or bus stops. The site does have access from an existing cycle route.

CONSTRAINTS

Risk of contamination is unknown. Employment only suitable form of development on the site.

MARKETABILITY COMMENTS

However the site has potential to be a prime location for employment uses and will have extremely good prominence forming a natural extension of development along the new Eastern Transport Corridor. Outline permission has been granted for employment development and ancillary uses on the site. The site is Greenfield and un-serviced, it is likely to require some investment in infrastructure and services to unlock. This site should be considered as a longer-term opportunity, given the need for sustainable forms of development and subsequently to focus development on Brownfield sites in urban areas.

POLICY COMMENTS

The site is already allocated for B1, B2 and B8 uses through the Local Plan policy EP2.6. RSS Policy 18 is also relevant.

SCORING

SUSTAINABILITY:		SCORE
Land type:	GF Urban Edge	-5
Neighbourhood Regeneration:	GF Agriculture or Recreation	-5
Property Regeneration:	Vacant Site	0
Road Access:	Access to main road network	5
Rail Access:	No access	0
SUSTAINABILITY AGGREGATE:		-5
MARKETABILITY		
Accessibility:	Doorstep public transport	5
Economic Image:	Potential for prestige businesses	5
Building Quality:	Vacant Site	0
Future Needs:	Appropriate expansion land available	10
Neighbours:	Existing cluster / supply chain of similar businesses	5
MARKETABILITY AGGREGATE:		25

Site Name: Current Use: Policy	40. Morton Palms	Site Area Undeveloped Area	12.6
	Greenfield Site.		10.83
	EP2.6, 6.1, 7.2		

SEQUENTIAL TEST

Greenfield site. Out-of-centre location.

QUALITY OF LOCATION COMMENTS

New quality Grade A space meeting all current regulations and occupier requirements. The existing buildings and uses on the site are all B1 so any departure from this, other than to B2 or B8 use should be resisted to ensure a uniform commercial/industrial environment. B1, B2 and B8 uses would fit well with the surrounding uses.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Excellent
Proximity to Public Transport: Excellent
The site has good access directly from a main travel route and has a nearby bus stop on Yarm Road. The Yarm Road links to the nearby A66.

CONSTRAINTS

Agricultural Land, Whesoe Oil and Gas Limited, Electric Sub Station. Risk of contamination unknown due to former uses. Site is becoming an established prestige employment area and other uses would not be suitable.

MARKETABILITY COMMENTS

Prime office location for immediate occupation (short-medium term).
The occupancy rates show a strong interest in B1 office space in the Morton Palms area.

POLICY COMMENTS

The site is already allocated for B1, B2 and B8 uses through the Local Plan policy EP3.3. In order to keep the site restricted for this use and avoid fragmentation of the site to other non-industrial uses it should be safeguarded. Retaining the site as B1, B2, B8 would be in accordance with RSS policy 18 which states the need to protect employment land and premises from redevelopment to alternative uses, where they are an essential part of the long-term employment land and premises portfolio.

SCORING

SUSTAINABILITY:		SCORE
Land type:	GF Urban	0
Neighbourhood Regeneration:	GF vacant	0
Property Regeneration:	Vacant site	0
Road Access:	Doorstep to public transport	10
Rail Access:	No access	0
SUSTAINABILITY AGGREGATE:		10
MARKETABILITY		
Accessibility:	Doorstep public transport	5
Economic Image:	Established area of prestige businesses	10
Building Quality:	Vacant site	0
Future Needs:	Appropriate expansion land	10
Neighbours:	Area of prestige businesses	10
MARKETABILITY AGGREGATE:		35

Site Name: Current Use: Policy	41. Skipbridge	Site Area Undeveloped Area	10.78
	Farm. Some car repairs/ storage		0
	E17		

SEQUENTIAL TEST

Previously developed land. Out-of-centre location.

QUALITY OF LOCATION COMMENTS

Remote rural location, mixture of former agricultural buildings. Sympathetic development and redevelopment for rural employment, leisure or mixed use would improve the quality of the local environment.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Good
Proximity to Public Transport: Poor
Access is via the rural road network linking Darlington to Neasham and Hurworth. There is no bus stop at the site or safe cycling area.

CONSTRAINTS

Skipbridge Brick and Tile Works with associated Clay Pits, Hurworth Brick Works, Landfill, Several Industrial Units and Garages. Planning permission for Leisure Park on part of the site. Risk of contamination is unknown but likely due to previous uses.

MARKETABILITY COMMENTS

King Sturge report that there is a limited local market for the site primarily due to the mixture of former agricultural buildings and the remote rural location. There is no market justification for restricting the use to B1, B2 or B8.

POLICY COMMENTS

The site is not allocated for any economic use and there is no justification to restrict the use. Appropriate development and redevelopment should be able to take place without the intervention of policy restrictions on use.

SCORING

SUSTAINABILITY:		SCORE
Land type:	GF Urban Edge	-5
Neighbourhood Regeneration:	PDL existing viable buildings	5
Property Regeneration:	Vacant Site	0
Road Access:	Access to Local Road Network	0
Rail Access:	No access	0
SUSTAINABILITY AGGREGATE:		0
MARKETABILITY		
Accessibility:	Access to Main and local road network	0
Economic Image:	Unsuitable for inward investment	-5
Building Quality:	Vacant Site	0
Future Needs:	Appropriate expansion land available	10
Neighbours:	Acceptable neighbours	0
MARKETABILITY AGGREGATE:		5

Site Name: Current Use: Policy	42. Airport North	Site Area Undeveloped Area	66.07
	A mixture of former vacant hangers, flying school, fire training centre, small scale office/ manufacturing, hotel and vacant buildings and land		5.26
	EP9, RSS23		

SEQUENTIAL TEST

Previously developed land. Out-of-centre location.

QUALITY OF LOCATION COMMENTS

Generally poor quality converted airport buildings with some small-scale new development. However, the site does have the benefit of being located next to the airport. Development and redevelopment for B1, B2, B8 uses will improve the environmental quality of the area and retain its feel as an industrial area linked to airport use.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Excellent
Proximity to Public Transport: Excellent
Adjacent to airport with A67 road and rail links. There is a railway station within the vicinity of the airport, however this provides the minimum service possible, but could be exploited in the future. There is a dedicated bus stop on the site.

CONSTRAINTS

Various buildings associated with the airport, Fire Training Centre, St Georges Hall and Lodge, Hospital and Garage. Risk of contamination is unknown but likely to be made ground and potential contamination due to past uses

MARKETABILITY COMMENTS

Marketability will be constrained by the policy restrictions to airport related uses; however, there is no market justification for the relaxation of the use restriction.

POLICY COMMENTS

RSS policy 21 states that Relevant Local Development Frameworks should safeguard land currently allocated for airport-related uses but not yet developed (80 hectares of land at Durham Tees Valley Airport and 55 hectares of land at Newcastle International Airport) for airport-related uses. Retaining the site as B1, B2, B8 would be in accordance with RSS policy 18 which states the need to protect employment land and premises from redevelopment to alternative uses, where they are an essential part of the long-term employment land and premises portfolio.

SCORING

SUSTAINABILITY:		SCORE
Land type:	PDL Urban	5
Neighbourhood Regeneration:	PDL Existing viable buildings	5
Property Regeneration:	Existing fit for purpose	5
Road Access:	Doorstep to public transport	10
Rail Access:	Existing nearby freight or passenger rail access	10
SUSTAINABILITY AGGREGATE:		35
MARKETABILITY		
Accessibility:	Nearby existing rail access	10
Economic Image:	Potential for prestige businesses	5
Building Quality:	Existing buildings fit for current use only	5
Future Needs:	Capacity to modify / extend existing buildings	5
Neighbours:	Existing cluster / supply chain of similar businesses	5
MARKETABILITY AGGREGATE:		30

Site Name: Current Use: Policy	43. Airport South	Site Area Undeveloped Area	39.3
	Greenfield Site.		0
	EP10. RSS23		

SEQUENTIAL TEST

Greenfield. Out-of-centre location.

QUALITY OF LOCATION COMMENTS

Good quality location adjoining airport.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Poor
Proximity to Public Transport: Poor
This site is located on the opposite side of the airport from the existing railway line and is therefore not likely to be viable to service it for rail freight. The site does not benefit from any road infrastructure, bus routes or cycles routes.

CONSTRAINTS

Risk of contamination unknown.

MARKETABILITY COMMENTS

The South side of the runway will require investment in infrastructure to open up the site. The South side is considered a long-term opportunity to facilitate further airport related development.

POLICY COMMENTS

RSS policy 21 states that Relevant Local Development Frameworks should safeguard land currently allocated for airport-related uses but not yet developed (80 hectares of land at Durham Tees Valley Airport and 55 hectares of land at Newcastle International Airport) for airport-related uses.

SCORING

SUSTAINABILITY:		SCORE
Land type:	GF Urban Edge	-5
Neighbourhood Regeneration:	GF vacant	0
Property Regeneration:	Vacant Site	0
Road Access:	No current access	-5
Rail Access:	No access	0
SUSTAINABILITY AGGREGATE:		-10
MARKETABILITY		
Accessibility:	No current access	-5
Economic Image:	Unsuitable for inward investment	-5
Building Quality:	Vacant Site	0
Future Needs:	Appropriate expansion land available	10
Neighbours:	Acceptable neighbours	0
MARKETABILITY AGGREGATE:		0

Site Name: Current Use: Policy	44. Airport Extension	Site Area Undeveloped Area	19.34
	Greenfield site.		19.34

SEQUENTIAL TEST

Greenfield Site. Out-of-centre location.

QUALITY OF LOCATION COMMENTS

Level Greenfield site. The site wraps around an existing housing development to the north and west. Ideally, any development should be restricted to the south of the site, in line with the existing planning permission boundary.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Excellent
Proximity to Public Transport: Excellent
The site has good, immediate access onto A67 main travel route, adjacent to airport but remote from the main urban area of Darlington.

CONSTRAINTS

2 small areas of Unknown Filled Ground from ponds on the site. Risk of contamination is unknown but likely to be some made ground from the unknown filled ground.

MARKETABILITY COMMENTS

King Sturge informs that it will provide for airport related uses in the short to medium term, Peel are progressing this development. To be considered with site 43, for the purposes of a comprehensive, planned and phased approach to development around the airport.

Part of the site is already the subject of a planning permission for airport related B1, B2 and B8 uses as well as other uses.

POLICY COMMENTS

Part of the site is already the subject of a planning permission for airport related B1, B2 and B8 uses as well as other uses. The site should be safeguarded for airport related B1, B2, B8 uses and be grouped together with site 42 for comprehensive development. Although not currently allocated for airport use the site would be an extension to the site 42 and the current planning permission. Therefore it would be prudent to consider this site in line with the RSS policy 21. Stating that Relevant Local Development Frameworks should safeguard land currently allocated for airport-related uses but not yet developed (80 hectares of land at Durham Tees Valley Airport and 55 hectares of land at Newcastle International Airport) for airport-related uses. Retaining the site as B1, B2, B8 would be in accordance with RSS policy 18 which states the need to protect employment land and premises from redevelopment to alternative uses, where they are an essential part of the long-term employment land and premises portfolio.

SCORING

SUSTAINABILITY:		SCORE
Land type:	GF Urban Edge	-5
Neighbourhood Regeneration:	GF Agriculture or Recreation	-5
Property Regeneration:	Vacant Site	0
Road Access:	Access to Local Road Network	0
Rail Access:	No access	0
SUSTAINABILITY AGGREGATE:		-10
MARKETABILITY		
Accessibility:	Access to Main and local road network	0
Economic Image:	Potential for prestige businesses	5
Building Quality:	Vacant Site	0
Future Needs:	Appropriate expansion land available	10
Neighbours:	Existing cluster / supply chain of similar businesses	5
MARKETABILITY AGGREGATE:		20

Site Name: Current Use: Policy	45. Heighington Lane North	Site Area Undeveloped Area	5.67
	Greenfield site.		5.67
	EP3.6		

SEQUENTIAL TEST

Greenfield. Out-of-centre location.

QUALITY OF LOCATION COMMENTS

The site is Greenfield and would provide an excellent environment for a sympathetic industrial or commercial development linked to the Sedgfield site.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Excellent
Proximity to Public Transport: Poor
The east coast mainline runs nearby but could only be developed for rail freight in conjunction with adjoining land. The nearest bus stop is at Heighington village.

CONSTRAINTS

1858-1963 Spring Well and several Buildings to the north of the site. There are 2 former small ponds on site and a well. Risk of contamination is unknown but there is the potential for made ground around the buildings, ponds and well.

MARKETABILITY COMMENTS

Greenfield site which relates better to the remaining site within Sedgfield LA's control. The site cannot be realistically developed in isolation, so very much depends upon the market for the Sedgfield site.

POLICY COMMENTS

RSS defines has the Heighington Lane West site as a Key Employment Location that should be retained, as directed by RSS Policy 19. The northern site of the two makes up the 5ha of land that should be retained as Key Employment site. The site is already allocated for B1, B2 and B8 uses through the Local Plan policy EP3.6. In order to keep the site restricted for this use and avoid fragmentation of the site to other non-industrial uses it should be safeguarded. Retaining the site as B1, B2, B8 would be in accordance with RSS policy 18 which states the need to protect employment land and premises from redevelopment to alternative uses, where they are an essential part of the long-term employment land and premises portfolio.

SCORING

SUSTAINABILITY:		SCORE
Land type:	GF Urban Edge	-5
Neighbourhood Regeneration:	GF Agriculture or Recreation	-5
Property Regeneration:	Vacant Site	0
Road Access:	Access to Local Road Network	0
Rail Access:	No access	0
SUSTAINABILITY AGGREGATE:		-10
MARKETABILITY		
Accessibility:	Access to main and local road network	0
Economic Image:	Functional local image	0
Building Quality:	Vacant site	0
Future Needs:	Appropriate expansion land available	10
Neighbours:	Acceptable neighbours	0
MARKETABILITY AGGREGATE:		10

Site Name: Current Use: Policy	46. Heighington Lane South	Site Area Undeveloped Area	8.02
	Greenfield Site.		8.02
	EP3.6		

SEQUENTIAL TEST

Greenfield site. Out-of-centre location.

QUALITY OF LOCATION COMMENTS

The site is close to existing transport routes. If looked at without the existing employment allocation use it is obvious the site is too isolated to be considered for any other use other than agricultural land.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Good
Proximity to Public Transport: Poor
Access is via a small narrow road from Heighington Lane. Public transport is not available close to the site and there are no existing cycle routes leading up to the boundary of the site. The site is very remote and not in a sustainable location.

CONSTRAINTS

Agricultural Land and Storage Bunker. Risk of contamination is unknown but likely due to past industrial uses associated with the storage bunker.

MARKETABILITY COMMENTS

The site is very isolated from the north site and from any other suitable employment site. There are much more suitable and marketable sites at Aycliffe to the north and Faverdale to the south.

POLICY COMMENTS

There is no policy justification for retaining the designation of this land to B1, B2 or B8. It should be retained as Greenfield agricultural land. The retention of the site in the portfolio would be contrary to RSS policy 18 stating that a presumption in favour of regenerating and upgrading existing employment land and premises in advance of allocating new sites on Greenfield land should be adopted. The site is not part of the Key Employment location of Heighington Lane West as directed by Policy 19 in the RSS, that only includes the north site of 5ha which is well related to the existing Aycliffe industrial area.

SCORING

SUSTAINABILITY:		SCORE
Land type:	GF Urban Edge	-5
Neighbourhood Regeneration:	GF Agriculture or Recreation	-5
Property Regeneration:	Vacant Site	0
Road Access:	No current access	-5
Rail Access:	No access	0
SUSTAINABILITY AGGREGATE:		-15
MARKETABILITY		
Accessibility:	No current access	-5
Economic Image:	Unsuitable for inward investment	-5
Building Quality:	Vacant Site	0
Future Needs:	Appropriate expansion land available	10
Neighbours:	Acceptable neighbours	0
MARKETABILITY AGGREGATE:		0

Site Name: Current Use: Policy	47. Aycliffe Industrial Estate	Site Area Undeveloped Area	15.33
	Chemical works		0
	EP2.9		

SEQUENTIAL TEST

Previously developed land. Out-of-centre location.

QUALITY OF LOCATION COMMENTS

The site is currently occupied by an existing chemical plant, which will limit its use.

ACCESS AND SUSTAINABILITY COMMENTS

Proximity to Roads: Good
Proximity to Public Transport: Poor
Established chemical plant with the site forming only part of the total plant. Access via road and also via rail from nearby Heighington station.

CONSTRAINTS

1963-1985 Aycliffe Industrial Estate with Tanks and units. Unknown but likely due to past industrial uses. Housing would be unacceptable due to industrial nature of area.

MARKETABILITY COMMENTS

Difficult to market due to established existing use, which will limit market.

POLICY COMMENTS

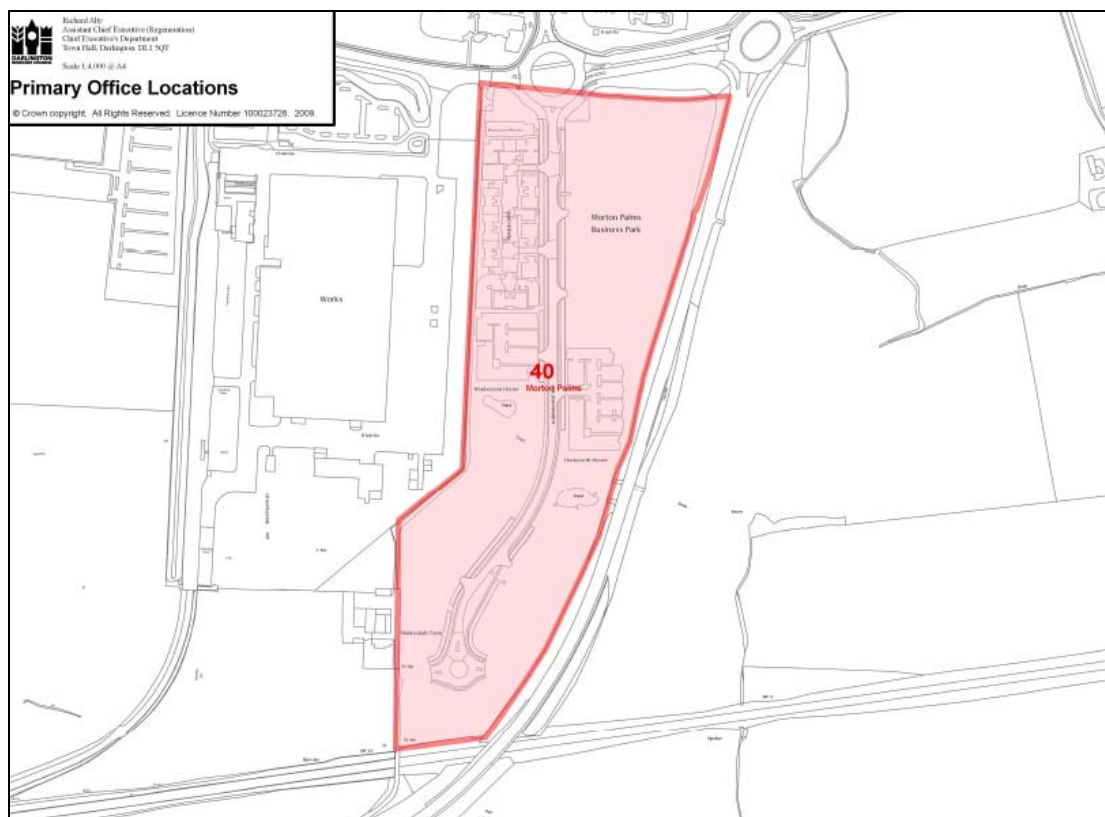
The site is already allocated for B1, B2 and B8 uses through the Local Plan policy EP2.9. RSS policy 18 is also relevant.

SCORING

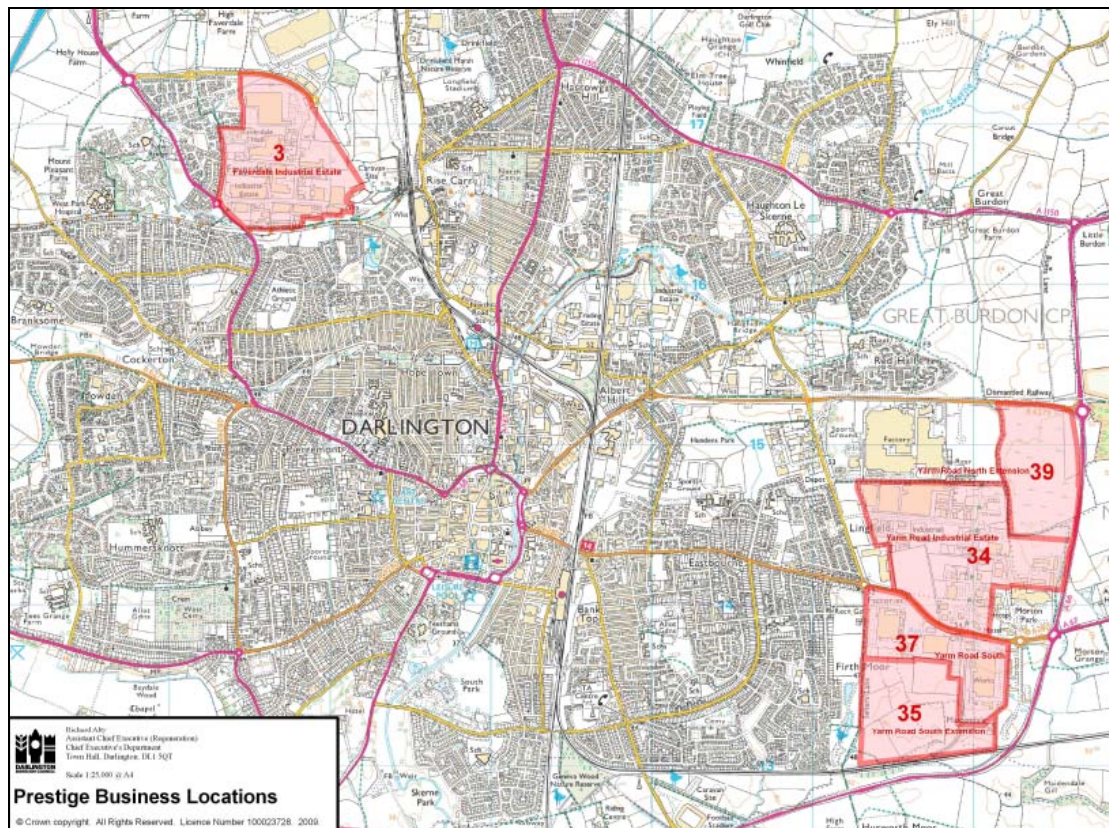
SUSTAINABILITY:		SCORE
Land type:	PDL Urban	5
Neighbourhood Regeneration:	PDL existing viable buildings	5
Property Regeneration:	Existing fit for purpose	5
Road Access:	Access to Local Road Network	0
Rail Access:	No access	0
SUSTAINABILITY AGGREGATE:		15
MARKETABILITY		
Accessibility:	Access to Main and local road network	0
Economic Image:	Functional local image	0
Building Quality:	Existing buildings fit for current use only	5
Future Needs:	Capacity to modify / extend existing buildings	5
Neighbours:	Existing cluster / supply chain of similar businesses	5
MARKETABILITY AGGREGATE:		15

APPENDIX 4 - EMPLOYMENT LAND PORTFOLIO – Stage 2 Site assessments and maps

HIGH QUALITY BUSINESS PARKS



Site No.	Site Name	Gross Site area (ha)	GF Available (ha)	PDL Available (ha)	Net Available Land (ha)
40	Morton Palms	12.6	10.83	0	10.83
	TOTAL	12.6	10.83	0	10.83

PRESTIGE BUSINESS LOCATIONS

Site No.	Site Name	Gross Site area (ha)	GF Available (ha)	PDL Available (ha)	Net Available Land (ha)
3	Faverdale Industrial Area	56.78	5	0	5
34	Yarm Road Industrial Area	73.13	1.45	8.33	9.78
35	Yarm Road South Extension	40.8	40.8	0	40.8
37	Yarm Road South	36.22	0	0	0
39	Yarm Road North Extension	42.29	42.29	0	42.29
	TOTAL	249.22	89.54	8.33	97.87

Gross site area (ha)	12.6	Site Ref No.	40
GF Available (ha)	10.83		
PDL Available (ha)	0	Site Name	Morton Palms
Net Available land (ha)	10.83		
Phasing of development 0 to 5 years (Immediately available)			
Sustainability Comments	10	Sustainability Score (50)	
The site has good access from a main travel route and has a nearby bus stop on Yarm Road. The Yarm Road links to the nearby A66. The site also has the potential to access the rail network.			
Marketability Comments	35	Marketability Score (50)	
Prime office location for immediate occupation (short to medium term). A site, which is currently being delivered by Tees Valley Regeneration as one of its five key projects. Will provide a significant supply of office space up to 2017. 50% of the newly built offices have already been occupied showing a strong market for B1 in the Yarm Road / Morton Palms location. The site also offers the opportunity to expand into the adjoining greenfield land close to the A66. Planning permission has been granted over the last 5 years for 3 phases of prime office development, totalling some 26,100m2 together with a delicatessen. The latter stages of development are still underway.			
Policy Comments			
The site is already allocated for B1, B2 and B8 uses through the local plan policy EP3.3. In order to keep the site restricted for this use and avoid fragmentation of the site to other non-employment uses, it should be safeguarded. Retaining the site as B1, B2 and B8 would be in accordance with RSS Policy 18 which states the need to protect employment land and premises from redevelopment to alternative uses, where they are an essential part of the long-term employment land and premises portfolio.			
Overall Justification	45	Overall Score (100)	
Although let down by its relatively unsustainable location and use of greenfield land, the site is a vibrant and easily marketable for new employment development, especially out-of-centre office development. The site is already allocated for B1, B2 and B8 uses through the Local Plan Policy EP3.3 and is established as an employment site. The site currently only has exclusive office development. Recent developments have seen grade A office development on the available Greenfield land reflecting its established locations as an out of centre location for offices, complementing the other office developments already existing in the wider Yarm Road area. The site should remain in exclusive employment use with a strong preference towards promoting office development.			

Gross site area (ha)	56.78	Site Ref No.	3
GF Available (ha)	5		
PDL Available (ha)	0		
Net Available land (ha)	5	Site Name	Faverdale Industrial Estate
Phasing of development: 0-5 years (Immediately Available)			
Sustainability Comments	25	Sustainability Score (50)	
The majority of the area is developed with existing buildings able to be re-used for other types of industrial processes. Some greenfield areas are available for development. Some of the site is still vacant and benefits from doorstep public transport. There is also potential for rail access from the branch line.			
Marketability Comments	25	Marketability Score (50)	
Good perception and interest from owner-occupiers. An established, commercial industrial and warehousing business park. The smaller, more modern units will let well, however it is perceived, although not proven at this stage, that the older conversions will be difficult to re-let or sell. The smaller modern units will let well. There has been little planning history on the land within the last five years, save a granting of planning permission for the variation of a condition at the TM Ward site, to permit the handling of construction demolition waste and commercial and industrial waste. Recent work carried out includes the extension to offices occupied by Blackett, Hart and Pratt, which commenced in 2004 to provide an additional 3100m2 of B1a office space.			
Policy Comments			
The site is as existing EP2.7 allocation in the Local Plan for use as B1, B2 and B8. In order to keep the site restricted for this use and avoid fragmentation of the site to other non-employment uses it should be safeguarded. Retaining the site as B1, B2, B8 would be in accordance with RSS Policy 18 which states the need to protect employment land and premises from redevelopment to alternative uses where they are an essential part of the long-term employment land and premises portfolio.			
Overall Justification	50	Overall Score (100)	
The site is in a moderately sustainable location with access to the nearby A1(M) and potential access to the branch rail line. The majority of the site is currently developed and therefore previously developed land. The only available land, however, is greenfield. The site is already allocated for B1, B2 and B8 uses through Local Plan policy EP2.7 and is established as an employment area. The site currently has a mixture of industrial uses with a strong storage and distribution sector. Recent developments have seen office and warehouse developments along with other smaller general industrial developments. The site should remain in exclusive employment use, continuing its varied and diverse offer to businesses.			

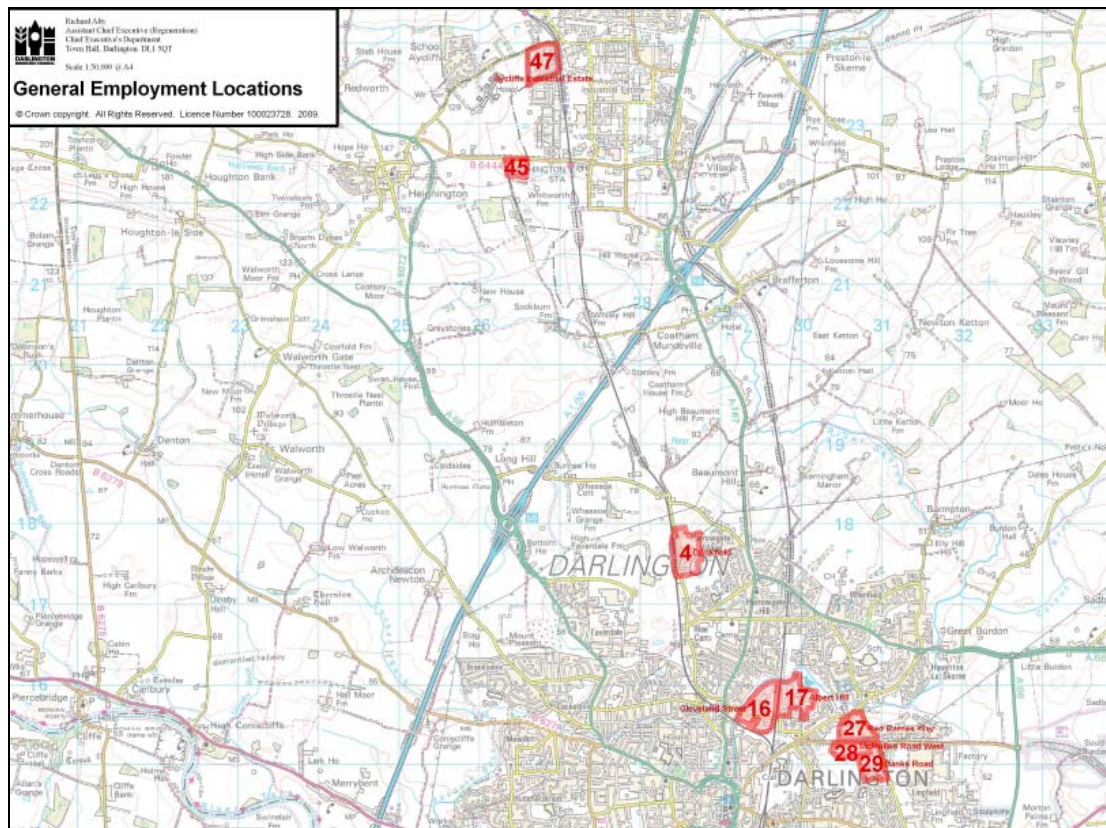
Gross site area (ha)	73.13	Site Ref No.	34
GF Available (ha)	1.45		
PDL Available (ha)	8.33	Site Name	Yarm Road Industrial Area
Net Available land (ha)	9.78		
Phasing of development 0 to 5 years (Immediately Available)			
Sustainability Comments	25	Sustainability Score (50)	
<p>The site benefits from good access directly from a main travel route and has a nearby bus stop on Yarm Road. The Yarm Road links to the nearby A66. There is potential for the northern area of the site via Lingfield Way to be linked directly to the new Eastern Transport Corridor.</p> <p>The site offers the potential for redevelopment of a large area of previously developed land, providing a site for an extremely sustainable development fronting Yarm Road on the old Torrington site.</p>			
Marketability Comments	30	Marketability Score (50)	
<p>Generally good quality buildings with some new build offices and managed workspace available to let. Some remaining development land, particularly the large previously developed site at Torrington fronting Yarm Road.</p> <p>The site provides infill sites for development within this established area. It should be safeguarded for this continued use. There have been some 17 No. planning applications in this employment area in the last five years or so. These range from minor trade counters for existing occupiers, to extensions to warehouses and erection of light industrial uses, together with extensions to offices for long-standing occupiers such as Magnet.</p>			
Policy Comments			
<p>The site is an existing EP2.6 allocation in the Local Plan for use as B1, B2 and B8. In order to keep the site restricted for this use and avoid fragmentation of the site to other non-employment uses, it should be safeguarded.</p> <p>Retaining the site as B1, B2, B8 would be in accordance with RSS policy 18 which states the need to protect employment land and premises from redevelopment to alternative uses, where they are an essential part of the long-term employment land and premises portfolio.</p>			
Overall Justification	55	Overall Score (100)	
<p>The site is in a moderately sustainable location with access to the nearby A66 and the airport beyond. The majority of the site is currently developed and therefore is previously developed land. The available land consists of a small greenfield area and the large Torrington site fronting Yarm Road that is previously developed land.</p> <p>The site is already allocated for B1, B2 and B8 uses through the Local Plan Policy EP2.6 and is established as an employment area. The site currently has a mixture of industrial uses with a strong manufacturing and office sector. Recent developments have seen new office developments along with other smaller general industrial developments reflecting the genuine varied nature of the industrial area.</p> <p>The site should remain in exclusive employment use, continuing with its varied and diverse offer to businesses, with particular interest in the office sector.</p>			

Gross site area (ha)	40.8	Site Ref No.	35
GF Available (ha)	40.8		
PDL Available (ha)	0	Site Name	Yarm Road South Extension
Net Available land (ha)	40.8		
Phasing of development 0 to 5 Years (Immediately Available)			
Sustainability Comments	-5	Sustainability Score (50)	
<p>Currently predominantly open space and agricultural land. The nearby Maidendale LNR would screen any development from new and existing housing. The site would be prominent from the A66 and would therefore need to be of a high quality of design. The location of greenfield land would provide an excellent environment for a sympathetic development.</p> <p>The site is essentially backland development and would require access being introduced. If access were installed it would be onto a main travel route that connects with the nearby A66. There is a nearby bus stop on Yarm Road.</p> <p>The backland area to the east will require infrastructure to open up for development either from Maidendale site or Morton Palms end.</p>			
Marketability Comments	20	Marketability Score (50)	
<p>Long term development land to businesses fronting Yarm Road with potential to link into railway on Eastern boundary. Current marketability is restricted due to lack of road access to the vast majority of the site. There have been no relevant planning permissions granted on the land within the last five years or so. An application is currently pending consideration for the development of part of the western section of the land for the erection of a community services depot comprising two-storey office, single garage space, garage workshop, joinery workshop and storage for council fleet vehicles, including external space for waste storage, salt storage, fuel storage and vehicle wash/service facilities.</p>			
Policy Comments			
<p>The site is an existing EP2.6 allocation in the Local Plan for use as B1, B2 and B8. In order to keep the site restricted for this use and avoid fragmentation of the site to other non-employment uses it should be safeguarded.</p> <p>Retaining the site as B1, B2 and B8 would be in accordance with RSS Policy 18 which states the need to protect employment land and premises from redevelopment to alternative uses, where they are an essential part of the long-term employment land and premises portfolio.</p>			
Overall Justification	15	Overall Score (100)	
<p>The site is in a relatively unsustainable location with current inadequate road access. This is compounded by the fact that the site is exclusively greenfield land. However the site offers the opportunity for expansion to businesses fronting Yarm Road and to other developments.</p> <p>The site is already allocated for B1, B2 and B8 uses through the Local Plan Policy EP3.3 and despite its relatively poor access is still established as an employment site although there is no current development on the site.</p> <p>The site should remain in exclusive employment use, providing valuable expansion land complementing the developed industrial area to the north at Yarm Road.</p>			

Gross site area (ha)	36.22	Site Ref No.	37
GF Available (ha)	0		
PDL Available (ha)	0	Site Name	Yarm Road South
Net Available land (ha)	0		
Phasing of development 0 to 5 Years (Available Immediately)			
Sustainability Comments	35	Sustainability Score (50)	
<p>The location is entirely PDL towards the edge of the urban area. The majority of the existing industrial sites are on the edge of the urban area and fronting greenfield sites. Because of its sustainable location the site is valuable existing B1, B2 and B8 land.</p> <p>The site has good access directly from a main travel route and has a nearby bus stop on Yarm Road.</p> <p>The Yarm Road links to the nearby A66.</p>			
Marketability Comments	40	Marketability Score (50)	
<p>King Sturge suggests that there is a strong interest for change of use. A planning permission has been refused to this effect.</p> <p>Despite this, the site has a viable business operating from the existing buildings. There has been recent development of a new DSA test centre on the site, reflecting its continued marketability. The site is still fit for purpose as a modern industrial and commercial area.</p> <p>Bearing this in mind there is no pressing market justification to change the use from B1, B2 or B8.</p>			
Policy Comments			
<p>The site is an existing EP2.6 allocation in the Local Plan for use as B1, B2 and B8. In order to keep the site restricted for this use and avoid fragmentation of the site to other non-employment uses it should be safeguarded.</p> <p>Retaining the site as B1, B2 and B8 would be in accordance with RSS policy 18 which states the need to protect employment land and premises from redevelopment to alternative uses, where they are an essential part of the long-term employment land and premises portfolio.</p>			
Overall Justification	75	Overall Score (100)	
<p>There is no need of redevelopment or a new approach to the employment allocation as there are existing businesses occupying the site that employ large numbers of people in the borough and the wider sub-region.</p> <p>Development and redevelopment of the site for industrial and commercial uses would, in the future, make the best use of its location on a main travel route and would fit well with the surrounding uses.</p> <p>The site is not well related to other uses expect for office and industrial uses. The site should develop to complement the existing employment sites to the north and south of Yarm Road, which are successful and is fit for purpose.</p> <p>Therefore the site should remain in exclusive employment use.</p>			

Gross site area (ha)	42.29	Site Ref No.	39
GF Available (ha)	42.29		
PDL Available (ha)	0	Site Name	Yarm Road North Extension
Net Available land (ha)	42.29		
Phasing of development 6 to 10 Year (Medium Term Availability)			
Sustainability Comments	-5	Sustainability Score (50)	
<p>Currently agricultural land. The site would be prominent from the A66 and Eastern Transport Corridor so a high standard of design would be required. The location on greenfield land would provide an excellent environment for a sympathetic development.</p> <p>The site is essentially backland development and would require access being introduced. If access were installed it would be onto a main travel route that connects with the nearby A66. The nearest bus stops are on Yarm Road and towards Morton Park.</p>			
Marketability Comments	25	Marketability Score (50)	
<p>The site has limited development potential in the short to medium terms and is constrained in terms of access until links to the Eastern Transport Corridor are constructed. However the site has potential to be a prime location for employment uses and will have extremely good prominence forming a natural extension of the Yarm Road Industrial Area and development along the Eastern Transport Corridor.</p> <p>The site is greenfield and un-serviced. It is likely to require some investment in infrastructure and services to unlock. This site should be considered as a longer-term opportunity, given the need for sustainable forms of development and subsequently to focus developments on Brownfield sites in urban areas.</p>			
Policy Comments			
<p>The site is an existing EP2.6 allocation in the local plan for use as B1, B2 and B8. In order to keep the site restricted for this use and avoid fragmentation of the site to other non-employment use, it should be safeguarded.</p> <p>Retaining the site as B1, B2 and B8 would be in accordance with RSS Policy 18 which states the need to protect employment land and premises from redevelopment to alternative uses, where they are an essential part of the long term employment land and premises portfolio.</p>			
Overall Justification	20	Overall Score (100)	
<p>The site is in a relatively unsustainable location with current inadequate road access. This is compounded by the fact that the site is exclusively greenfield undeveloped land. However the site offers the opportunity for expansion to businesses already located in the Yarm Road Industrial Area that fringes the site.</p> <p>The site is already allocated for B1, B2 and B8 uses through Local Plan Policy EP2.6 and despite its currently poor access is still very well related to the surrounding industrial areas. The site should remain in exclusive employment use, providing valuable expansion land complementing the developed industrial area to the south and west in the Yarm Road Industrial Area.</p>			

GENERAL INDUSTRIAL / BUSINESS AREAS



Site No.	Site Name	Gross Site area (ha)	GF Available (ha)	PDL Available (ha)	Net Available Land (ha)
4	Drinkfield	15.27	4.34	0.82	5.16
16	Cleveland Street	18.88	0	0.96	0.96
17	Albert Hill	16.02	1.27	0	1.27
27	Red Barnes Way	11.83	0	0	0
28	McMullen Road West	8.42	0	8.42	8.42
29	Banks Road	11.0	0	0	0
45	Heighington Lane North	5.67	5.67	0	5.67
47	Aycliffe Industrial Estate	15.33	0	0	0
	TOTAL	87.09	11.28	10.2	21.48

Gross site area (ha)	15.27	Site Ref No.	4
GF Available (ha)	4.34		
PDL Available (ha)	0.82	Site Name	Drinkfield
Net Available land (ha)	5.16		
Phasing of development0 to 5 Year (Immediately Available)			
Sustainability Comments	20	Sustainability Score (50)	
There is access via the existing trunk road network, although not direct from a main travel route. There are no bus stops nearby on Whessoe Road and there are no cycle lanes near the site. The site is predominantly previously developed land, however the majority of the land that is available for development is greenfield.			
Marketability Comments	5	Marketability Score (50)	
The site is a recognised secondary industrial location. A mixture of large occupiers; North Yorkshire Timber, Barron Caravan Sales, Dupont and land used for open storage. A mixture of poor quality older accommodation with some modern new build, good quality stock, some of which is fit for purpose and some of which is no longer fit for purpose. The isolated and exclusive industrial nature of the area does not lend itself to any other uses such as mixed-use or residential. The land has been the subject of 2 approved planning applications within the last five years or so, for expansion for 1 long-standing occupier.			
Policy Comments			
The site is an existing EP2.6 allocation in the Local Plan for use as B1, B2 and B8. In order to keep the site restricted for this use and avoid fragmentation of the site to other non-employment uses it should be safeguarded. Retaining the site as B1, B2 and B8 would be in accordance with RSS policy 18 which states the need to protect employment land and premises from redevelopment to alternative uses where they are an essential part of the long-term employment land and premises portfolio.			
Overall Justification	25	Overall Score (100)	
The site is in a relatively sustainable location for current and future employment uses fronting local road access. Although geographically close to the A1 (M) access is through the local road network only. The site is already allocated for B1, B2 and B8 uses through the Local Plan policy EP2.8 and is still established as an existing employment site in the Borough. The site should remain in exclusive employment use, continuing with its varied and diverse offer to business.			

Gross site area (ha)	18.88	Site Ref No.	16
GF Available (ha)	0		
PDL Available (ha)	0.96	Site Name	Cleveland Street
Net Available land (ha)	0.96		
Phasing of development 0 to 5 Years (Immediately Available)			
Sustainability Comments	30	Sustainability Score (50)	
<p>The site is in a sustainable location in the central urban area. Road access is via the trunk road network leading to main travel routes. However, both trunk road junctions are extremely congested.</p> <p>The site is served by a dedicated bus stop and a cycleway runs alongside the river corridor. There is also the possibility of access onto the East Coast mainline railway, although this would prove difficult and expensive.</p> <p>The site is previously developed land.</p>			
Marketability Comments	25	Marketability Score (50)	
<p>Mixed quality including new development. Mixture of trade and general industrial. The site creates a valuable area for businesses requiring a central urban location close to main travel routes at a lower cost compared to other prestige areas like Faverdale or Yarm Road. Combined with Albert Hill to the east the sites form a valuable cluster of similar industrial businesses. The site is of current interest and will be of continued interest to various occupiers. Recent developments have seen new general industrial units being built including road upgrades and boundary treatment works, generally improving the environmental quality of the site, making it more marketable for new and existing businesses.</p> <p>The site is rather isolated from other residential areas by the river corridor and railway lines to be considered for any other uses. The exclusive industrial nature of the area does not lend itself to other uses such as mixed use or residential. The land has been the subject of numerous approved planning applications over the last five years or so, including the erection of light industrial units. An application is currently pending consideration relating to the change of use of part of the land to processing ferrous and non-ferrous metals.</p>			
Policy Comments			
<p>The site is an existing EP2.2 allocation in the Local Plan for use as B1, B2 and B8. In order to keep the site restricted for this use and avoid fragmentation of the site to other non-employment uses, it should be safeguarded.</p> <p>Retaining the site as B1, B2 and B8 would be in accordance with RSS policy 18, which states the need to protect employment land and premises from redevelopment to alternative uses, where they are an essential part of the long-term land and premises portfolio.</p>			
Overall Justification	55	Overall Score (100)	
<p>The site is in a sustainable location for current and future employment uses.</p> <p>The site is already allocated for B1, B2 and B8 uses through the Local Plan Policy EP2.2 and is still established as an existing employment site in the Borough.</p> <p>The site should remain in exclusive employment use, continuing with its varied and diverse offer to businesses.</p>			

Gross site area (ha)	16.02	Site Ref No.	17
GF Available (ha)	1.27		
PDL Available (ha)	0	Site Name	Albert Hill
Net Available land (ha)	1.27		
Phasing of development 0 to 5 Years (Immediately Available)			
Sustainability Comments	30	Sustainability Score (50)	
<p>The site is in a sustainable location in the central urban area. Road access is via the trunk road network leading to main travel routes. However, both of the trunk road junctions are extremely congested.</p> <p>The site is served by a dedicated bus stop and a cycleway runs alongside the river corridor. There is also the possibility of access onto the East Coast mainline railway although this would prove difficult and expensive.</p> <p>The site is predominantly previously developed land however the land that is currently available is also greenfield close to the river corridor.</p>			
Marketability Comments	25	Marketability Score (50)	
<p>Mixed industrial, established employment area. Parts of the estate are more suitable to their intended uses than others. Provides infill sites for development within their established area. It is popular with occupiers and should be safeguarded for this use.</p> <p>The site creates a valuable area for businesses requiring a central urban location close to main travel routes at a lower cost compared to other prestige areas like Faverdale or Yarm Road. Combined with Cleveland Street to the west the sites form a valuable cluster of similar industrial businesses. The site is of current interest and will be of continued interest to various occupiers.</p> <p>The site is close to existing residential areas at Albert Hill and properties off Haughton Road. However the areas are clearly defined and encroachment into the established industrial areas for mixed use or residential would not be suitable. There have been few planning applications on the land in the last five years or so, however one has recently been granted for expansion of one of the long-standing businesses in the area.</p>			
Policy Comments			
<p>The site is an existing EP2.3 allocation in the Local Plan for use as B1, B2 and B8. In order to keep the site restricted for this use and avoid fragmentation of the site to other non-employment uses, it should be safeguarded.</p> <p>Retaining the site as B1, B2 and B8 would be in accordance with RSS Policy 18 which states the need to protect employment land and premises from redevelopment to alternative uses, where they are an essential part of the long-term employment land and premises portfolio.</p>			
Overall Justification	55	Overall Score (100)	
<p>The site is in a sustainable location for current and future employment uses.</p> <p>The site is already allocated for B1, B2 and B8 uses through the Local Plan Policy EP2.3 and is still established as an existing employment site in the Borough.</p> <p>The site should remain in exclusive employment use, continuing with its varied and diverse offer to businesses.</p>			

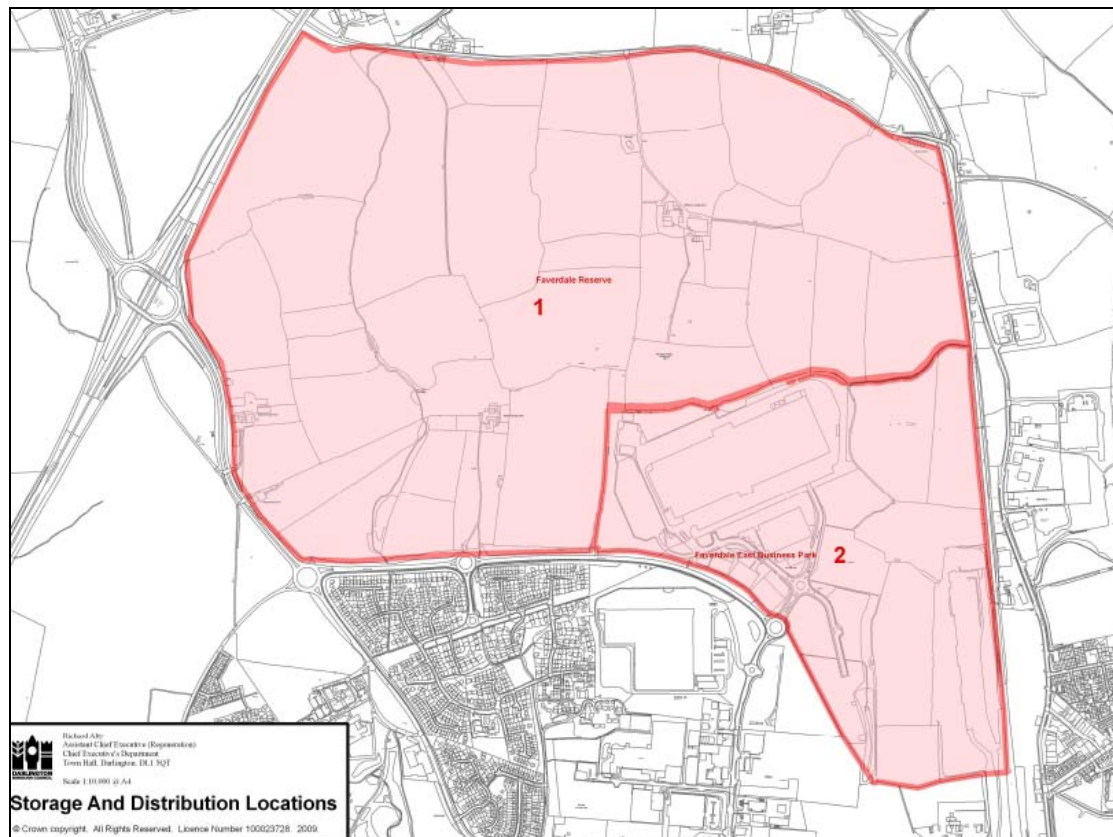
Gross site area (ha)	11.83	Site Ref No.	27
GF Available (ha)	0		
PDL Available (ha)	0	Site Name	Red Barnes Way
Net Available land (ha)	0		
Phasing of development 0 to 5 Years (Immediately Available)			
Sustainability Comments	30	Sustainability Score (50)	
<p>The site is in a sustainable location in the central urban area. Road access is via the main travel routes out to the Eastern Transport Corridor and the A66. A dedicated bus route serves the site and a cycleway runs alongside the main travel route.</p> <p>The site is all previously developed land however the land that is currently available is expansion on existing curtilages as no undeveloped plots remain.</p>			
Marketability Comments	30	Marketability Score (50)	
<p>High level of occupancy of existing buildings. Relates well to existing employment uses. Good site for sustainable office and light industrial uses. AMEC occupy a large area of the employment site. The site was considered in the latest SHLAA (March 2009) as potentially available for mixed employment and housing development at a ratio of 50 / 50 in 2011 and developable in 2016-2021. However, at the moment is functioning well as an employment site. The site creates a valuable area for businesses requiring a central urban location close to main travel routes at a lower cost compared to other prestige areas like Faverdale or Yarm Road. Combined with Blakett Road to the west the sites for a valuable cluster of similar industrial businesses. The site is of current interest and will be of continued interest to various occupiers, especially with the Eastern Transport Corridor opening up the site to better access.</p> <p>The site is close to existing residential area at Red Hall. The site would only be suitable for residential use if the relationship with any remaining employment development was acceptable, which may involve buffers depending on the desegregation of the uses. There have been no relevant planning applications on the land within the last five years or so.</p>			
Policy Comments			
<p>The site is an existing EP2.4 allocation in the Local Plan for use as B1, B2 or B8. In order to keep the site restricted for this use and avoid fragmentation of the site to other non-employment uses it should be safeguarded.</p> <p>Retaining the site as B1, B2 and B8 would be in accordance with RSS Policy 18 which states the need to protect employment land and premises from redevelopment to alternative uses, where they are an essential part of the long-term employment land and premises portfolio.</p>			
Overall Justification	60	Overall Score (100)	
<p>The site is in a sustainable location for current and future employment uses.</p> <p>The site is already allocated for B1, B2 and B8 uses through the Local Plan policy EP2.4 and is still established as an existing employment site in the Borough.</p> <p>The site should be monitored however on the information available at present, should remain in employment use, continuing with its varied and diverse offer to businesses.</p>			

Gross site area (ha)	8.42	Site Ref No.	28
GF Available (ha)	0		
PDL Available (ha)	8.42	Site Name	McMullen Road West
Net Available land (ha)	8.42		
Phasing of development 0 to 5 Years (Immediately Available)			
Sustainability Comments	25	Sustainability Score (50)	
<p>The site is in a sustainable location in the central urban area. Road access is via the main travel routes and the Eastern Transport Corridor and to the A66. The site is served by a bus stop and a cycleway running alongside the main travel route.</p> <p>The site is all previously developed land and is ready for development.</p>			
Marketability Comments	25	Marketability Score (50)	
<p>King Sturge suggest that the landowner is interested in bringing the site forward for a mix of employment and trade uses. Apparently the site is currently being marketed for motor trade, drive through, PFS trade part of B1, subject to planning, although there is no permission in place.</p> <p>Despite interest from developers for trade, motor and drive through uses, there is no real market justification for changing the use. The site has not been comprehensively developed before due to its poor access. The completion of the Eastern Transport Corridor has improved access and will make the land attractive for industrial development.</p> <p>The site creates a valuable undeveloped area for businesses requiring a relatively central urban location close to main travel routes at a lower cost compared to other prestige areas like Faverdale or Yarm Road. There have been few relevant planning applications on the land within the last five years or so. However, planning permission was recently granted for the erection of a car showroom for Tees Valley Mitsubishi which includes an area of land on the eastern section of the site.</p>			
Policy Comments			
<p>The site is an existing EP3.1 allocation in the Local Plan for use as B1, B2 and B8. In order to keep the site restricted for this use and to avoid fragmentation of the site to other non-employment uses it should be safeguarded.</p> <p>Retaining the site as B1, B2 and B8 would be in accordance with RSS Policy 18 which states the need to protect employment land and premises from redevelopment to alternative uses, where they are an essential part of the long-term employment land and premises portfolio.</p>			
Overall Justification	50	Overall Score (100)	
<p>The site is in a sustainable location for future employment uses.</p> <p>The site is already allocated for B1, B2 and B8 uses through Local Plan Policy EP3.1 and is still established as an existing employment site in the Borough.</p> <p>The site should remain in exclusive employment use, providing a valuable sustainable area of previously developed land for future employment development.</p>			

Gross site area (ha)	11.0	Site Ref No.	29
GF Available (ha)	0		
PDL Available (ha)	0	Site Name	Banks Road
Net Available land (ha)	0		
Phasing of development 0 to 5 Years (Immediately Available)			
Sustainability Comments	25	Sustainability Score (50)	
<p>The site is in a sustainable location in the central urban area. Road access is via the main travel routes and the Eastern Transport Corridor and to the A66. The site is served by a bus stop and a cycleway running alongside the main travel route.</p> <p>The site is all previously developed land and is ready for development.</p>			
Marketability Comments	15	Marketability Score (50)	
<p>Generally small industrial, well let / occupied including some trade uses. Variety of buildings, which will be suitable for a number of occupiers.</p> <p>The completion of the Eastern Transport Corridor has further improved access and will make the land even more attractive for industrial development.</p> <p>The site creates a valuable area for businesses requiring a relatively central urban location close to main travel routes at a lower cost compared to other prestige areas like Faverdale or Yarm Road. Combined with much larger Yarm Road Industrial Estate to the east and Red Barnes Way to the north the sites form a valuable cluster of similar industrial businesses. The land has been the subject of few relevant planning applications within the last five years or so. One existing building has recently been granted planning permission for a training centre (hairdressing), use class D1.</p>			
Policy Comments			
<p>The site is an existing EP2.5 allocation in the Local Plan for use as B1, B2 and B8. In order to keep the site restricted for this use and avoid fragmentation of the site to other non-employment uses it should be safeguarded.</p> <p>Retaining the site as B1, B2 and B8 uses would be in accordance with RSS Policy 18 which states the need to protect employment land and premises from redevelopment to alternative uses, where they are an essential part of the long-term employment land and premises portfolio.</p>			
Overall Justification	40	Overall Score (100)	
<p>The site is in a relatively sustainable location for current and future employment uses.</p> <p>The site is already allocated for B1, B2 and B8 uses through the Local Plan Policy EP2.5 and is still established as an existing employment site in the Borough.</p> <p>The site should remain in exclusive employment use, continuing with its varied and diverse offer to businesses.</p>			

Gross site area (ha)	5.67	Site Ref No.	45
GF Available (ha)	5.67		
PDL Available (ha)	0	Site Name	Heighington Lane North
Net Available land (ha)	5.67		
Phasing of development 6 to 10 Years (Medium term Availability)			
Sustainability Comments	-10	Sustainability Score (50)	
<p>The site is greenfield and would provide an excellent environment for a sympathetic industrial or commercial development linked to the Sedgefield site.</p> <p>The East Coast Mainline runs nearby but could only be developed for rail freight in conjunction with the adjoining land.</p> <p>The nearest bus stop is at Heighington Village.</p>			
Marketability Comments	10	Marketability Score (50)	
<p>The site is greenfield that relates better to the much larger remaining site within Sedgefield LA's control. The site cannot be realistically developed in isolation so very much depends on the market for the Sedgefield site. There has been one planning permission granted on the site in the last five years or so (2007). This was an outline application for employment development comprising a mix of B1 (Business), B2 (General Industrial) and B8 (Storage and Distribution) uses and a renewable energy centre, with associated parking, access and distribution roads and landscaping.</p>			
Policy Comments			
<p>RSS has the Heighington Lane West site as a key employment site that should be retained, by virtue of Policy 20. The northern site of the two makes up the 5ha of land that should be retained as Key Employment land coupled with the Faverdale Reserve.</p> <p>The site is already allocated for B1, B2 and B8 uses through the Local Plan policy EP3.6. In order to keep the site restricted for this use and avoid fragmentation of the site to other non-employment uses, it should be safeguarded.</p> <p>Retaining the site as B1, B2 and B8 would be in accordance with RSS Policy 18 which states the need to protect employment land and premises from redevelopment to alternative uses, where they are an essential part of the long-term employment land and premises portfolio.</p>			
Overall Justification	0	Overall Score (100)	
<p>The 5ha site has to be retained for exclusive employment use as directed by RSS Policy 20 as a Key Employment site, supplementing the larger allocation in the Sedgefield borough.</p> <p>The site is already allocated for B1, B2 and B8 uses through the Local Plan Policy EP3.6 and although not developed is established as an existing employment site in the Borough.</p> <p>The site should remain in exclusive employment use.</p>			

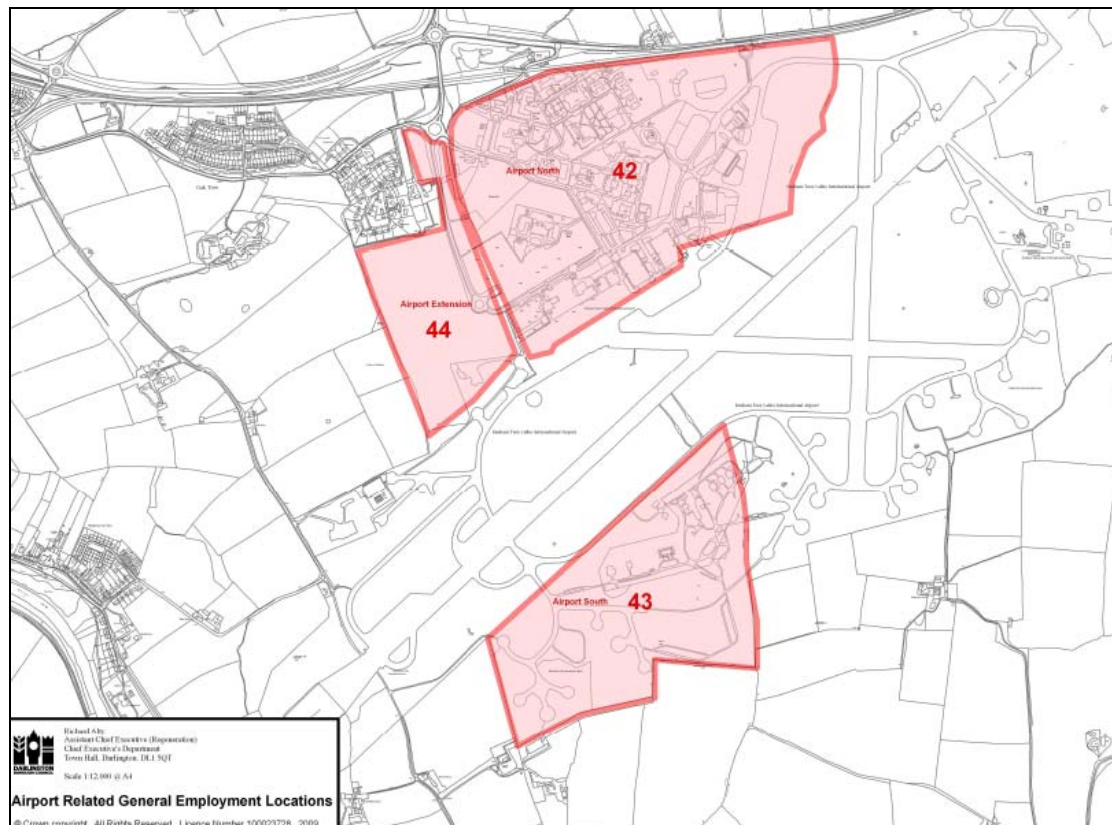
Gross site area (ha)	15.33	Site Ref No.	47
GF Available (ha)	0		
PDL Available (ha)	0	Site Name	Aycliffe Industrial Estate
Net Available land (ha)	0		
Phasing of development			
Sustainability Comments	15	Sustainability Score (50)	
The site is entirely previously developed land with no available land for development or appropriate expansion. Established chemical plant with site forming only part of the total plant. Access via road and also via rail from nearby Heighington Station.			
Marketability Comments	15	Marketability Score (50)	
The site is currently occupied by an existing chemical plant, which will limit its use. Difficult to market due to established existing use that will limit the market. Further development or redevelopment will depend upon activity coming from the wider area in Sedgefield Borough as this site forms a small part of the wider industrial estate. There have been no relevant planning applications on the site within the last five years or so.			
Policy Comments			
RSS has the Heighington Lane West site as a Key Employment Location that should be retained, as directed by RSS Policy 20. The northern site of the two makes up the 5ha of land that should be retained as Key Employment land coupled with Faverdale Reserve. The site is already allocated for B1, B2 and B8 uses through the Local Plan policy EP2.9. In order to keep the site restricted for this use and avoid fragmentation of the site to other non-employment uses, it should be safeguarded. Retaining the site as B1, B2 and B8 would be in accordance with RSS policy 18 which states the need to protect employment land and premises from redevelopment to alternative uses, where they are an essential part of the long-term employment land and premises portfolio.			
Overall Justification	30	Overall Score (100)	
The site is in a moderately sustainable location for current and future employment uses. The site is already allocated for B1, B2 and B8 uses through the Local Plan Policy EP2.9 and is still established as an existing employment site in the Borough linked to the wider site in Sedgefield Borough. The site should remain in exclusive employment use, continuing current use.			

WAREHOUSE / DISTRIBUTION PARKS

Site No.	Site Name	Gross Site area (ha)	GF Available (ha)	PDL Available (ha)	Net Available Land (ha)
1	Faverdale Reserve	120.00	120.00	0	120.00
2	Faverdale East Business Park	66.08	36.36	8.35	44.71
	TOTAL	186.08	156.36	8.35	164.71

Gross site area (ha)	120.0	Site Ref No.	1
GF Available (ha)	120.0		
PDL Available (ha)	0	Site Name	Faverdale Reserve
Net Available land (ha)	120.0		
Phasing of development 6 to 10 Years (Medium Term Availability)			
Sustainability Comments	-5	Sustainability Score (50)	
<p>The site is a wholly sustainable location for new employment development. Currently exclusive agricultural land. The site would be prominent from the A1 (M) and the A68 so would need to be a high standard of design.</p> <p>The site is greenfield urban fringe and would require access being introduced. If access were installed it would be onto a local travel route that connects with the nearby A68. The nearest bus stops are on the A68 near West Park and High Grange.</p>			
Marketability Comments	25	Marketability Score (50)	
<p>Faverdale is becoming an established B8 location with Argos and Aldi locating nearby. Market research done by King Sturge suggests that there is a good perception and interest from owner-occupiers.</p> <p>The site is arguably not required at the present time with other more sustainable Faverdale Sites still available at Faverdale East Business Park. The site is perceived as a prime distribution site and should be promoted this way.</p> <p>Encouraging more distribution and the development of a distribution hub at wider Faverdale would fit well with the current market movement. There have been no relevant planning applications on the land within the last five years or so.</p>			
Policy Comments			
<p>RSS has the Faverdale Reserve site as a Key Employment Location that should be retained, as directed by RSS Policy 20. The text in Policy 20 states that it is a site ‘with a potential for distribution and logistics’. Bearing this in mind, the site should be promoted as a prime storage and distribution location.</p> <p>The site is already allocated for employment use through the Local Plan policy EP8. In order to keep the site restricted for this use and avoid fragmentation of the site to other non-employment uses it should be safeguarded.</p>			
Overall Justification	30	Overall Score (100)	
<p>Although the site earmarked on the map is well in excess of 120ha, only 120ha will be made available at the site, as yet the exact area has not been defined although the logical curtilage would be the existing allocation in the Local Plan under policy EO8, which is approximately 120ha.</p> <p>The site is already allocated for employment use through the Local Plan Policy EP3.6 and although not developed is established as an existing employment site in the borough, earmarked as a storage and distribution location.</p> <p>The site should remain in exclusive employment use, being promoted as a location for storage and distribution.</p>			

Gross site area (ha)	66.08	Site Ref No.	2
GF Available (ha)	36.36		
PDL Available (ha)	8.35	Site Name	Faverdale East Business Park
Net Available land (ha)	44.71		
Phasing of development 0 to 5 Years (Immediately Available)			
Sustainability Comments	5	Sustainability Score (50)	
<p>The site is not very sustainable, being on the urban fringe and with majority greenfield land available only with a small portion of previously developed land towards the rail line.</p> <p>The site is accessible from the local road network leading up to the site gaining access to the A1 (m). New roads have been developed on the site to provide access to the greenfield areas of Faverdale East Business Park.</p> <p>The site also offers the potential for rail access via the branch line from the East Coast main line.</p>			
Marketability Comments	45	Marketability Score (50)	
<p>Faverdale is becoming an established B8 location with Argos and Easter locating on west end of the site. Market research done by King Sturge suggests that there is a good perception and interest from owner-occupiers. There is currently a planning application in for the development of the greenfield and previously developed area of the site to the east adjoining the rail line.</p> <p>Good marketability for distribution and industrial use as this location is becoming more established specifically Argos already having occupied the site. There is a good perception of the area and it is an established commercial, industrial and warehousing business.</p> <p>The Eastern part of the site is currently being marketed by the Council as Faverdale East Business park. There have been a number of planning permissions that have been granted on the land in the last five years or so. These include a business park development and industrial warehouse units.</p>			
Policy Comments			
<p>The site is an existing EP3.5 allocation in the Local Plan for use as B1, B2 and B8. In order to keep the site restricted for this use and avoid fragmentation of the site to other non-employment uses, it should be safeguarded.</p> <p>Retaining the site as B1, B2 and B8 would be in accordance with RSS Policy 18 which states the need to protect employment land and premises from redevelopment to alternative uses where they are an essential part of the long-term employment land and premises portfolio.</p>			
Overall Justification	50	Overall Score (100)	
<p>The site is in a relatively unsustainable location on the urban fringe. This is compounded by the fact that the site is almost exclusively greenfield undeveloped land. However, the site offers the opportunity for expansion to businesses already located in the Faverdale Industrial Area that fringe the site and to new developments.</p> <p>The site is already allocated for B1, B2 and B8 uses through the Local Plan policy EP3.5 and is established as an employment site in the Borough.</p> <p>The site should remain in exclusive employment use, providing valuable expansion land complementing the developed industrial area in wider Faverdale, being promoted as a location for storage and distribution.</p>			

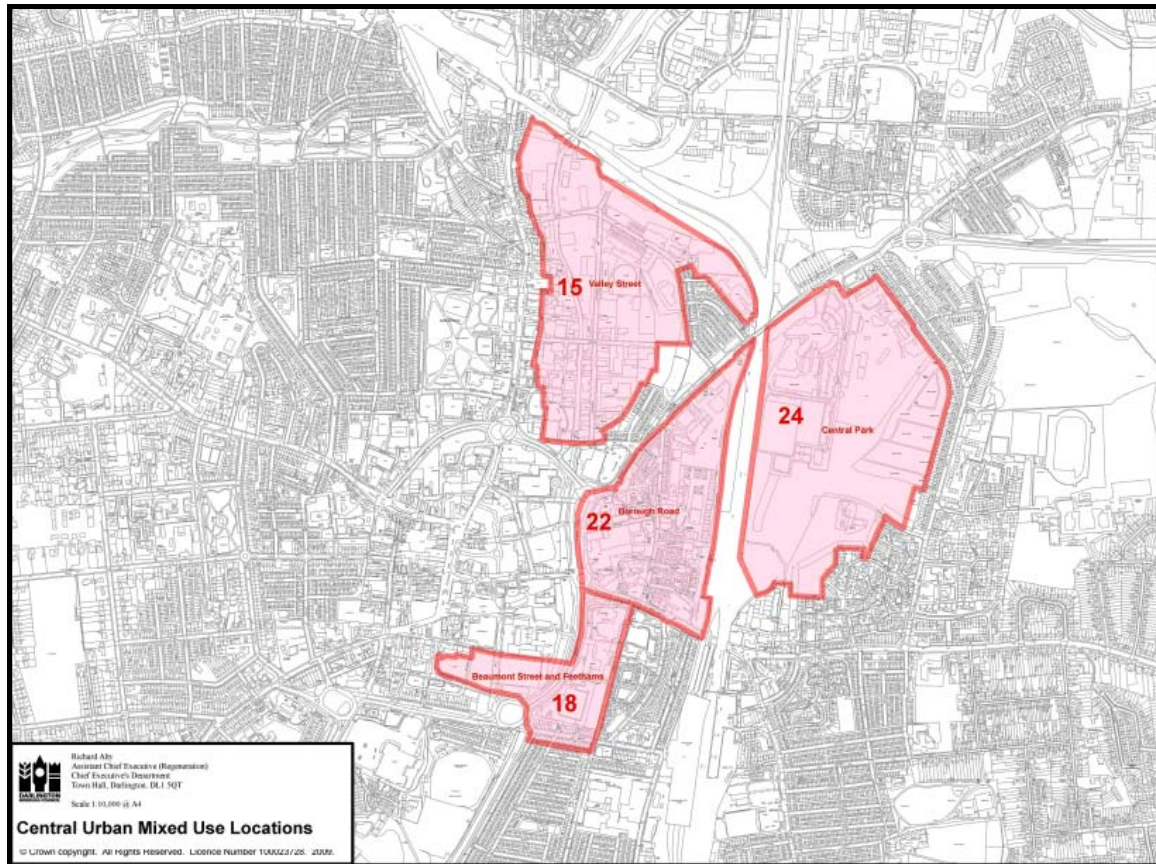
AIRPORT RELATED GENERAL EMPLOYMENT LOCATIONS

Site No.	Site Name	Gross Site area (ha)	GF Available (ha)	PDL Available (ha)	Net Available Land (ha)
42	Airport North	66.07	5.26	0	5.26
43	Airport South	39.3	0	0	0
44	Airport Extension	19.34	19.34	0	19.34
	TOTAL	124.71	24.6	0	24.6

Gross site area (ha)	66.07	Site Ref No.	42
GF Available (ha)	5.26		
PDL Available (ha)	0	Site Name	Airport North
Net Available land (ha)	5.26		
Phasing of development 0 to 5 Years (Immediately Available)			
Sustainability Comments	35	Sustainability Score (50)	
<p>Although the site is outside of the urban area it scores highly in terms of sustainability bearing in mind the location and nature of the sites use. However the available land on the site is exclusively greenfield.</p> <p>Access to the site is adjacent to the airport with the A67 road. There is a railway station within the vicinity of the airport linking Darlington to the Tees Valley and the East Coast Main Line, however this provides the minimum service possible, but could be exploited in the future.</p> <p>There is a dedicated bus stop on the site.</p>			
Marketability Comments	30	Marketability Score (50)	
<p>Most of the buildings are generally poor quality converted airport buildings with some small-scale new development. The site does have the benefit of being located next to the airport hence its current allocation for airport-related use. Being subject to numerous planning proposals for redevelopment, the site represents a viable area for development for businesses requiring an airport location.</p> <p>Marketability will be constrained by the policy restrictions to airport related uses. Peel, majority landowners of the wider site are seeking to exploit the airport location to open up future development. Will provide for airport related uses in the short to medium term.</p> <p>To be considered in conjunction with site 44, for the purposes of a planning and phased approach to development around the airport. There have been numerous planning approvals on the land within the last five years or so, including a business park development together with general improvements / expansion to existing businesses within the airport land.</p>			
Policy Comments			
<p>RSS Policy 21 states that relevant Local Development Frameworks should safeguard land currently allocated for airport related uses but not yet developed (80 hectares of land at Durham Tees Valley Airport and 55 hectares of land at Newcastle International Airport) for airport related uses. This part of the site makes up part of the Darlington portion of the safeguarded area.</p> <p>Retaining the site as B1, B2 and B8 would be in accordance with RSS Policy 18 which states the need to protect employment land and premises from redevelopment to alternative uses, where they are an essential part of the long-term employment land and premises portfolio.</p> <p>The site is already allocated for employment development requiring an airport location through the Local Plan policy EP9 and is established as an employment site in the Borough.</p>			
Overall Justification	65	Overall Score (100)	
<p>The site is required to be safeguarded for employment development requiring an airport location as directed in the Local Plan policy EP9 and RSS policies 18 and 21. Being subject to numerous planning proposals for redevelopment, the site represents a viable area for development for businesses requiring an airport location.</p>			

Gross site area (ha)	39.3	Site Ref No.	43
GF Available (ha)	0		
PDL Available (ha)	0	Site Name	Airport South
Net Available land (ha)	0		
Phasing of development 11 to 25 Years (Long Term Availability)			
Sustainability Comments	-10	Sustainability Score (50)	
<p>The site is in an unsustainable location for general new employment development. There is no current viable access and the site is located on the opposite side of the airport from the existing railway line and is therefore not likely to be viable to service it for rail freight.</p> <p>The site does not benefit from any road infrastructure, bus routes or cycle routes.</p> <p>The site is invariably all greenfield land, minus the active runways and taxi areas.</p>			
Marketability Comments	0	Marketability Score (50)	
<p>Located at the opposite site of the airport from the existing airport. Good for airport related uses however this will restrict the marketing. The site will need significant infrastructure improvements to provide access to open up for development.</p> <p>The south side of the runway will require investment in infrastructure to open up site. The south side is considered a long-term opportunity to facilitate further airport-related development. There have been no relevant planning applications on the site within the last five years or so.</p>			
Policy Comments			
<p>RSS Policy 21 states that relevant Local Development Frameworks should safeguard land currently allocated for airport-related uses but not yet developed (80ha of land at Durham Tees Valley Airport and 55 ha of land at Newcastle International Airport) for airport-related uses. This part of the site makes up part of the Darlington portion of the safeguarded areas.</p> <p>Retaining the site as B1, B2 and B8 would be in accordance with RSS policy 18 which states the need to protect employment land and premises from redevelopment to alternative uses where they are an essential part of the long-term employment sites and premises portfolio.</p> <p>The site is already allocated for employment development requiring an airport location through Local Plan policy EP10 and is established as an employment site in the Borough.</p>			
Overall Justification	-10	Overall Score (100)	
<p>The site is required to be safeguarded for employment development requiring an airport location as directed in the Local Plan policy EP10 and RSS policies 18 and 21.</p> <p>The site represents a viable area for future long-term development for businesses requiring an airport location.</p>			

Gross site area (ha)	19.34	Site Ref No.	44
GF Available (ha)	19.34		
PDL Available (ha)	0	Site Name	Airport Extension
Net Available land (ha)	19.34		
Phasing of development 0 to 5 Years (Immediately Available)			
Sustainability Comments	-10	Sustainability Score (50)	
<p>The site is in an unsustainable location for general employment development. Access is via the local road network onto the A67. There is no immediate access to the existing railway line and is therefore not likely to be viable to service it for rail or passenger freight.</p> <p>The site does not benefit from any internal road infrastructure, bus routes or cycle routes.</p> <p>The site is all greenfield land, agricultural in nature.</p>			
Marketability Comments	20	Marketability Score (50)	
<p>The site, which is adjacent to the airport, will enable the airport to expand and attract businesses adjacent to it.</p> <p>The site is an integral part of an extant planning permission as part of a wider redevelopment of site 42 for a new business park including B1 and other ancillary uses. The marketability and development potential of the site is closely linked to site 42 and cannot be developed in isolation.</p> <p>The site is subject to a planning approval for a major extension to the airport.</p>			
Policy Comments			
<p>The site does not have any policy restrictions placed upon it as it is outside of established development limits and essentially in the countryside.</p> <p>The site is included because it is an integral part of an existing planning permission as part of a wider redevelopment of site 42 for a new business park including B1 and other ancillary uses.</p> <p>Retaining the site as B1, B2 and B8 would be in accordance with RSS Policy 18 which state the need to protect employment land and premises from redevelopment to alternative uses where they are an essential part of the long-term employment land and premises portfolio.</p>			
Overall Justification	10	Overall Score (100)	
<p>Although in an unsustainable location it already benefits from planning permission and forms part of development proposals for the north airport site 42.</p> <p>The site represents a viable area for future long-term development for businesses requiring an airport location to be developed in association with site 42.</p>			

CENTRAL URBAN MIXED USE LOCATIONS

Site No.	Site Name	Gross Site area (ha)	GF Available (ha)	PDL Available (ha)	Net Available Land (ha)
15	Valley Street	21.77	0	1.87	1.87
18	South East Town Centre Fringe	7.23	0	2.94	2.94
22	East Town Centre Fringe	14.15	0	0	0
24	Central Park	27.97	0	10	10
	TOTAL	71.12	0	14.81	14.81

Gross site area (ha)	21.77	Site Ref No.	15
GF Available (ha)	0		
PDL Available (ha)	1.87	Site Name	Valley Street
Net Available land (ha)	1.87		
Phasing of development 0 to 5 Years (Immediately Available)			
Sustainability Comments	35	Sustainability Score (50)	
<p>The site is on the edge of the town centre and therefore in an extremely sustainable location. Good road, cycle and pedestrian access from the town centre and ring road. Some congestion within the site due to narrow roads and the nature of current occupiers (requiring delivery vans, etc).</p> <p>There are no bus stops or cycle ways in the site although there are bus stops on North Road and on Haughton Road on the edge of the site and frequent bus services into the town centre. The site is exclusively previously developed land.</p>			
Marketability Comments	20	Marketability Score (50)	
<p>The area is home to many viable businesses where the diverse mix of uses caters for many different users needs. Not all of the uses are B1, B2 or B8. Curtilages are often cramped with little expansion room available. Some buildings are beyond their economic use and will prove difficult to let or convert in the future. This is reflected in the marketability scoring.</p> <p>The site contains pockets of and adjoins existing residential areas and the town centre. Due to its location, it is likely to be very attractive for a wide range of existing uses and redevelopment. For this important town centre fringe site to remain economically viable in the future, uses other than employment uses should be allowed on the site where appropriate. There have been no relevant planning applications on the land within the last five years or so.</p>			
Policy Comments			
<p>The site is an existing EP2.1 allocation in the Local plan for use as B1, B2 and B8. Although the site does not resemble a general employment site as not all uses on the site are restricted to employment. Over time, other uses have been granted to reflect a gradual move towards mixed-use. In this instance, exclusive employment is too restrictive to allow the side to develop in the future.</p> <p>Diversifying the use to include mixed use on the site would be in accordance with RSS Policy 13, which advocates that provision should be made in Central Darlington for mixed use development on previously developed land locations. Central Darlington includes areas in the town centre and on the town centre fringe.</p> <p>Retaining the relevant parts of the site as B1, B2 and B8 would be in accordance with RSS policy 18 which states the need to protect employment land and premises from redevelopment to alternative uses where they are an essential part of the long-term employment land and premises portfolio.</p>			
Overall Justification	55	Overall Score (100)	
<p>The site offers an extremely sustainable location being close to the town centre and fringe shopping areas, however it is not significantly attractive as a location for new employment development, reflected in its marketability scoring.</p> <p>The area is home to many viable businesses where the diverse mix of uses caters for many different users needs, not all of them being within the B1, B2 and B8 uses. Curtilages are often cramped with little expansion room available. Some buildings are beyond their economic use and will prove difficult to let or convert in the future. The site already contains other uses and pockets of residential areas lending itself to future mixed use opportunities.</p> <p>Diversifying the use to mixed use would be in accordance with RSS policy 13. The site should be a genuine mixed-use location taking advantage of its position in relation to the town centre.</p>			

Gross site area (ha)	2.94	Site Ref No.	18
GF Available (ha)	0		
PDL Available (ha)	2.94	Site Name	Beaumont Street and Feethams
Net Available land (ha)	2.94		
Phasing of development 0 to 5 Years (immediately Available)			
Sustainability Comments	35	Sustainability Score (50)	
<p>The site is exclusively previously developed land.</p> <p>Good quality location within the town centre. Immediate access to the ring road. Poor quality property. Old bus station is now a temporary car park. Sites detract from the overall quality of a prominent area of the town centre. Redevelopment would improve environmental quality of the immediate and wider area as a prominent access to the town centre.</p> <p>The site is a ten minute walk from the Darlington Railway station on the East Coast main Line.</p>			
Marketability Comments	35	Marketability Score (50)	
<p>The area is currently used as a surface level car park. Marketability is strong due to the sustainable and prominent location in the town centre.</p> <p>Excellent redevelopment potential. The Council is aware that there is strong interest from developers to develop a genuine mixed-use town centre site.</p> <p>For the important town centre to remain economically viable in the future uses other than B1 employment use should be allowed on the site, where appropriate.</p>			
Policy Comments			
<p>The site is an existing EP11 allocation in the Local Plan for B1 use.</p> <p>Diversifying the use to include mixed use on the site would be in accordance with RSS Policy 13, which advocates provision in Central Darlington for mixed-use development on previously developed land. Central Darlington includes areas in the town centre and on the town centre fringe.</p> <p>Retaining the relevant parts of the site as B1 would be in accordance with RSS Policy 18 which states the need to protect employment land and premises to redevelopment to alternative uses, where they are an essential part of the long-term employment land and premises portfolio.</p>			
Overall Justification	70	Overall Score (100)	
<p>The site offers an extremely sustainable location being within the town centre and is a very marketable site.</p> <p>Diversifying the uses to mixed use would be in accordance with RSS policy 13. The site should be a genuine mixed-use location taking advantage of its town centre location.</p>			

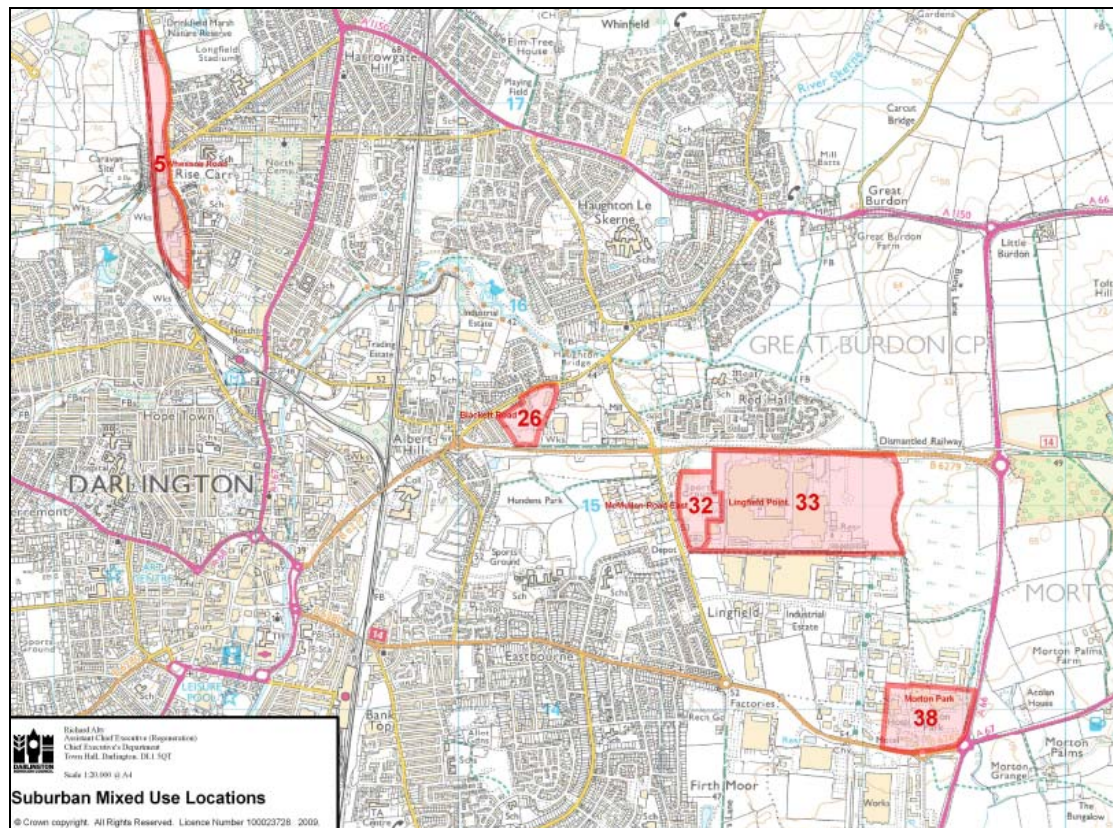
Gross site area (ha)	3.81	Site Ref No.	21
GF Available (ha)	0		
PDL Available (ha)	0	Site Name	South East Town Centre Fringe
Net Available land (ha)	0		
Phasing of development 6 to 10 Years (Medium Term Availability)			
Sustainability Comments	40	Sustainability Score (50)	
<p>The site is exclusively previously developed land.</p> <p>Good quality location on the town centre fringe with immediate road and pedestrian access to the ring road, bus stops and cycle ways.</p> <p>The site is a five-minute walk from the Darlington Railway station on the East Coast Mainline.</p>			
Marketability Comments	30	Marketability Score (50)	
<p>The area is currently primarily used as offices and a post office depot. Some of the buildings are under-used bearing in mind their prominent location and are incapable of sub-division or reuse. Despite this, marketability as an employment site is still strong due to the sustainable and prominent location on the town centre fringe.</p> <p>Excellent redevelopment potential. The Council is aware that there is strong demand from developers already to develop a genuine mixed-use town centre fringe site.</p> <p>Because the site includes existing B1 and B2 uses as well as retail, it would be best allocated for mixed-use rather than no use restriction. The purpose would be to have an element of control over future development in a prominent area on the fringe of the town centre.</p>			
Policy Comments			
<p>There are no current policy restrictions on the site. The purpose of including the site as a mixed-use site would be to have an element of control over future development in a prominent area on the fringe of the town centre.</p> <p>Diversifying the use to include mixed-use on the site would be in accordance with RSS Policy 13 which advocates that provision should be made in Central Darlington for mixed use development on previously developed land locations. Central Darlington includes areas in the town centre and on the town centre fringe.</p> <p>Retaining the relevant parts of the site as B1 would be in accordance with RSS Policy 18, which states the need to protect employment land and premises from redevelopment to alternative uses where they are an essential part of the long-term employment land and premises portfolio.</p>			
Overall Justification	70	Overall Score (100)	
<p>The site offers an extremely sustainable location being on the town centre fringe, and is very marketable.</p> <p>Diversifying the site to mixed use would be in accordance with RSS Policy 13. The site should be a genuine mixed-use location taking advantage of its town centre fringe location.</p>			

Gross site area (ha)	3.48	Site Ref No.	22
GF Available (ha)	0		
PDL Available (ha)	0	Site Name	East Town Centre Fringe
Net Available land (ha)	0		
Phasing of development 6 to 10 Years (Medium Term Availability)			
Sustainability Comments	30	Sustainability Score (50)	
<p>The site is exclusively previously developed land.</p> <p>Good quality location on the town centre fringe with immediate road and pedestrian access to the ring road, bus stops and cycle ways.</p> <p>The site is a ten-minute walk from the Darlington Railway Station on the East Coast main line.</p>			
Marketability Comments	25	Marketability Score (50)	
<p>The area is currently in mixed usage with offices providing the primary use. Some of the buildings are bordering on becoming derelict and are under-used bearing in mind their prominent location and are incapable of subdivision or reuse. Despite this, positive marketability as an employment site is still apparent due to the sustainable and prominent location on the town centre fringe.</p> <p>Excellent redevelopment potential. The Council is aware that there is a strong demand from developers already to develop and genuine and mixed use town centre fringe site.</p> <p>As the site includes existing B1 and B2 uses as well as retail the site would be best allocated for mixed use rather than no use restriction. The purpose would be to have an element of control over future development in a prominent area on the fringe of the town centre.</p>			
Policy Comments			
<p>There are no current policy restrictions on the site. The purpose of including the site as a mixed-use site would be to have an element of control over future development in a prominent area on the fringe of the town centre. Diversifying the use to include mixed use on the site would be in accordance with RSS Policy 13 which advocates that provision should be made in central Darlington for mixed use development on previously developed land locations. Central Darlington includes areas in the town centre and on the town centre fringe.</p> <p>Retaining the relevant parts of the site as B1 would be in accordance with RSS Policy 18 which states the need to protect employment land and premises from redevelopment to alternative uses, where they are an essential part of the long-term employment land and premises portfolio.</p>			
Overall Justification	55	Overall Score (100)	
<p>The site offers an extremely sustainable location being on the town centre fringe and is a very marketable site.</p> <p>Diversifying the use to mixed use would be in accordance with RSS Policy 13. The site should be a genuine mixed-use location taking advantage of its town centre fringe location.</p>			

Gross site area (ha)	4.7	Site Ref No.	23
GF Available (ha)	0		
PDL Available (ha)	0	Site Name	Borough Road
Net Available land (ha)	0		
Phasing of development 0 to 5 Year (Immediately Available)			
Sustainability Comments	40	Sustainability Score (50)	
<p>Very congested, narrow estate roads, limited turning / yards more suited to a high-density residential environment than a modern industrial estate where occupiers have completely different needs.</p> <p>The site is on the edge of the town centre, a 5 minute walk from the station and is well served by bus stops on the main travel routes servicing the site along with a cycle route on Haughton Road.</p> <p>The site is exclusively previously developed land. Redevelopment for housing or mixed-use schemes would improve the quality of the existing buildings ad improve environmental quality of the local area.</p>			
Marketability Comments	-5	Marketability Score (50)	
<p>Apart from the Bannatyne development to the north of the site (which is not an employment use) there is currently a weak perception of this area. It lacks environmental quality and existing units are coming to the end of their economic life. This is reflected in the very poor marketability scoring.</p> <p>Poor quality units to the south end of the site. Very congested narrow estate roads, limited turning / yards. The units are coming to the end of their economic life. Excellent redevelopment potential. The Council is aware that there is strong demand from developers already to develop a genuine mixed-use town centre fringe site.</p> <p>Because the site includes existing B1, and B2 uses as well as leisure, the site would be best allocated for mixed use rather than exclusive employment or no use restriction. The purpose would be to have an element of control over future development in a prominent area on the fringe of the town centre.</p>			
Policy Comments			
<p>The site is an existing EP2.10 allocation in the Local Plan for use as B1, B2 and B8. Although the site does not resemble a general employment site as not all uses on the site are restricted to employment. Over time, other uses have been granted to reflect a general gradual move towards mixed-use. In this instance exclusive employment use is too restrictive to allow the site to develop in the future.</p> <p>Diversifying the use to include mixed use on the site would be in accordance with RSS Policy 13 which advocates that provision should be made in central Darlington for mixed use development on previously developed land locations. Central Darlington includes areas in the town centre and on the town centre fringe.</p> <p>Retaining the viable and relevant employment parts of the site would be in accordance with RSS Policy 18 which states the need to protect employment land and premises from redevelopment to alternative uses, where they are an essential part of the long-term employment land and premises portfolio.</p>			
Overall Justification	35	Overall Score (100)	
<p>The site offers an extremely sustainable location being on the town centre fringe however the site is not marketable as an existing employment site. Taking advantage of this situation, to ensure the future viability of the site as an economic area, the use should be diversified to include genuine town centre fringe mixed use.</p> <p>Diversifying the use to mixed use would be in accordance with RSS Policy 13. The site should be a genuine mixed-use location taking advantage of its town centre fringe location.</p>			

Gross site area (ha)	27.97	Site Ref No.	24
GF Available (ha)	21.35		
PDL Available (ha)	5.27	Site Name	Central Park
Net Available land (ha)	26.62		
Phasing of development 0 to 5 Years (Immediately Available)			
Sustainability Comments	40	Sustainability Score (50)	
<p>The site is on the town centre fringe, a five minute walk from the station and is well served by bus stops on the main travel routes on Yarm Road and Haughton Road serving the site, along with a cycle route on Haughton Road.</p> <p>The site is split between majority greenfield and previously developed land. The greenfield land is relatively underused, considering its prominent location, as informal open space. Redevelopment for offices housing or mixed use schemes would improve the quality of neighbouring buildings and improve the environmental quality of the area.</p>			
Marketability Comments	25	Marketability Score (50)	
<p>The area is already subject to a substantial planning permission for genuine mixed-use development including new offices; leisure and housing that will completely regenerate the immediate area. Development has already taken place on the site with the new Darlington College development being completed to the north of the site fronting Haughton Road.</p> <p>The future for the site is genuine mixed use with Tees Valley Regeneration giving certainty to the development and leading on attracting developers and occupiers on the site.</p> <p>The site has secured developers and will be brought forward. The completion of the Eastern Transport Corridor will also increase the marketability of the site with mixed use potential.</p>			
Policy Comments			
<p>The site is an existing EP4 allocation in the Local Plan for use as B1. Although the site does not resemble a general employment site as not all uses on the site are restricted to employment. Over time other uses have been granted to reflect a gradual move toward mixed use. In this instance exclusive B1 use is too restrictive to allow the site to develop in the future.</p> <p>Diversifying the use to include mixed use on the site would be in accordance with RSS Policy 13 which advocates that provision should be made in central Darlington for mixed use development on previously developed land locations. Central Darlington includes area in the town centre and on the town centre fringe.</p> <p>Retaining the viable and relevant employment parts of the site (in the future) would be in accordance with RSS Policy 18 which states the need to protect employment land and premises for redevelopment to alternative uses where they are an essential part of the long-term employment land and premises portfolio.</p>			
Overall Justification	65	Overall Score (100)	
<p>The site offers a sustainable location being on the town centre fringe and is marketable even considering the current undeveloped part of the site. The Council and Tees Valley Regeneration are leading on the development and this will increase the marketability and deliverability of the site.</p> <p>The purpose of including the site as a mixed-use site would be to have an element of control over future development in a prominent area on the fringe of the town centre.</p> <p>Diversifying the use to mixed use would be in accordance with RSS Policy 13. The site should be a genuine mixed-use location taking advantage of its town centre fringe location.</p>			

SUBURBAN MIXED USE LOCATIONS



Site No.	Site Name	Gross Site area (ha)	GF Available (ha)	PDL Available (ha)	Net Available Land (ha)
5	Whessoe Road	11.8	0	0	0
26	Blakett Road	2.86	0	1.35	1.35
31	McMullen Road Open Space	3.09	3.09	0	3.09
32	McMullen Road East	6.73	6.73	0	6.73
33	Lingfield Point	45.56	14.94	0	14.94
38	Morton Park	12.8	0.71	0	0.71
	TOTAL	82.84	25.47	1.35	26.82

Gross site area (ha)	11.8	Site Ref No.	5
GF Available (ha)	0		
PDL Available (ha)	0	Site Name	Whessoe Road
Net Available land (ha)	0		
Phasing of development 0 to 5 Years (Immediately Available)			
Sustainability Comments	40	Sustainability Score (50)	
<p>The site is in a sustainable location within the urban area close to residential areas, local services and high quality areas of open space..</p> <p>There is access via existing local road network, although not direct from a main travel route. There is potential access onto the branch railway line for passenger access. The existing North Road station is a five-minute walk from the site.</p> <p>There are bus stops nearby on Whessoe Road and there is a cycle lane intersecting the site.</p>			
Marketability Comments	-10	Marketability Score (50)	
<p>A mix of car sales, trade uses and poorer quality industrial including former rolling mills. The site meets the need of occupiers but some buildings are beyond their economic life and in many cases large areas are derelict and suffering anti-social behaviour problems, especially central and northern areas of the site. The site is essentially split into three sections, the centre and northern section are suffering market collapse, in need of regeneration and the southern end is relatively prosperous.</p> <p>Generally poor quality engineering works and elongated and demolished buildings, difficult to sub-divide that may only be suitable for storage though not much else. There has been minimal interest in the site since general use ceased on the site, with only recent interest being shown and that only to occupy a very small area of the site.</p> <p>All this leads to a very poor marketability situation, except for the southern end, which has had some investment. Redevelopment, including mixed use where relevant would help regenerate specific buildings and the overall environmental quality of the area. The site would then relate better to existing housing areas on the east side of Whessoe Road.</p>			
Policy Comments			
<p>The site is an existing EP2.8 allocation in the Local Plan for use as B1, B2 and B8. However the site is suffering from market collapse in the central and northern areas of the site. In this case, exclusive employment use is too restrictive to allow the site to develop economically in the future.</p> <p>Retaining the viable and relevant employment parts of the site (in the future) would be in accordance with RSS Policy 18, which states the need to protect employment land and premises for redevelopment to alternative uses where they are an essential part of the long-term employment land and premises portfolio.</p>			
Overall Justification	30	Overall Score (100)	
<p>The site is in a sustainable location that should be taken advantage of and maximised in the future.</p> <p>The vast majority of the site is suffering from market collapse resulting from poor quality existing buildings, dereliction and inappropriate uses, so close to residential areas. Taking advantage of this situation, to ensure the future viability of the site as an economic area, the use should be diversified to include other uses such as residential in a suburban location. The viable portions of employment land on the site should be retained.</p> <p>The purpose of including the site as a mixed-use site would be to have an element of control over future development in a prominent location close to existing residential areas.</p>			

Gross site area (ha)	2.86	Site Ref No.	26
GF Available (ha)	0		
PDL Available (ha)	1.35	Site Name	Blackett Road
Net Available land (ha)	1.35		
Phasing of development 0 to 5 Years (Immediately Available)			
Sustainability Comments	25	Sustainability Score (50)	
<p>The site is in a relatively sustainable location within the urban area, close to existing residential areas, local services and local areas of open space. There is an area of open space that makes up part of the site to the southeast.</p> <p>There is access via the existing local road network, although not direct from a main travel route. There is nearby access onto the Eastern Transport Corridor and the A66.</p> <p>There are bus stops nearby on Haughton Road.</p>			
Marketability Comments	10	Marketability Score (50)	
<p>The area is home to viable businesses where the diverse mix of uses caters for different users needs. The majority of uses are not B1, B2 or B8 but retail counter service. Curtilages are often cramped with little expansion room available. Some buildings and sites are beyond their economic use and will prove difficult to let or convert in the future. This is reflected in the marketability scoring.</p> <p>The site immediately adjoins existing residential areas. Due to its predominantly residential location, it is likely to be attractive to a wide range of uses and redevelopment. Interest from a number of residential proposals are currently being considered for part of this area although planning policy restricts the residential development of the site.</p> <p>For the important town centre fringe to remain economically viable in the future uses other than employment uses should be allowed on the site where appropriate.</p>			
Policy Comments			
<p>The site is an existing EP2.4 allocation in the Local Plan for use as B1, B2 and B8. Although the site does not resemble a general employment site as not all uses on the site are restricted to employment. Over time, other uses have been granted to reflect a gradual move towards mixed use. In this instance exclusive employment use is too restrictive to allow the site to develop in the future.</p> <p>Retaining the relevant parts of the site as B1, B2 and B8 would be in accordance with RSS Policy 18 which states the need to protect employment land and premises from redevelopment to alternative uses where they are an essential part of the long-term employment land and premises portfolio.</p>			
Overall Justification	35	Overall Score (100)	
<p>The site is in a relatively sustainable location and is predominantly surrounded by residential properties. The site does not resemble a general employment site, as not all the uses on the site are restricted to employment. In reality, the site is already a mixed-use location; policy should be changed to allow further diversification to ensure the site remains economically active in the future.</p> <p>The purpose of including the site as a mixed-use area would be to have an element of control over future development in a prominent location so close to existing residential areas.</p>			

Gross site area (ha)	6.73	Site Ref No.	32
GF Available (ha)	6.73		
PDL Available (ha)	0	Site Name	McMullen Road East
Net Available land (ha)	6.73		
Phasing of development 0 to 5 Years (Immediately Available)			
Sustainability Comments	5	Sustainability Score (50)	
<p>The site is in an out-of-centre location. There is access to the site from a main travel route, McMullen Road, which links directly to the Eastern Transport Corridor. The site benefits from a dedicated bus stop and the existing cycle route. Developed, as part of the Lingfield point site would give greater accessibility to both sites.</p> <p>The site is greenfield with adjoining nature conservation interest and on site sporting facilities.</p>			
Marketability Comments	25	Marketability Score (50)	
<p>Initial research carried out by King Sturge suggests that the site will be of interest to developers due to main road frontage and mix of uses, primarily due to the completion of the new Eastern Transport Corridor. The site forms part of Lingfield Point planning application to develop the site as a genuine mixed-use development including residential, offices, retail and leisure uses. This application has been approved subject to the signing of a section 106 agreement. The granting of this permission is likely to greatly increase the marketability of the site.</p>			
Policy Comments			
<p>The site is an existing EP3.2 allocation in the Local Plan for use as B1, B2 and B8. In this instance it is considered that exclusive employment use is too restrictive to allow the site to develop in the future.</p> <p>Retaining the relevant parts of the site, as B1, B2 and B8 would be in accordance with RSS Policy 18, which states the need to protect employment land and premises from redevelopment to alternative uses, where they are an essential part of the long-term land and premises portfolio.</p>			
Overall Justification	30	Overall Score (100)	
<p>The site should be developed as part of the larger adjoining Lingfield Point site and therefore should share the same future use. Any development proposals should be sympathetic towards the local nature conservation interest and the on site sporting facilities.</p> <p>The purpose of including the site as a mixed use site would be to have an element of control over future development in a prominent location close to existing residential areas and visible from main travel routes.</p>			

Gross site area (ha)	45.56	Site Ref No.	33
GF Available (ha)	14.94		
PDL Available (ha)	0	Site Name	Lingfield Point
Net Available land (ha)	14.94		
Phasing of development 0 to 5 Years (Immediately Available)			
Sustainability Comments	35	Sustainability Score (50)	
<p>The site is situated at the edge of the urban area. However there are excellent potential for regeneration and environmental improvements to the area of previously developed land suffering from widespread industrial dereliction and market collapse. This is reflected in the high sustainability score.</p>			
Marketability Comments	20	Marketability Score (50)	
<p>A mix of modern, grade A, high quality converted offices with poor quality manufacturing buildings dominating the site. The site meets the needs of the office occupiers but the larger industrial buildings are beyond their economic life and in many cases area derelict and suffering anti-social behaviour problems, especially buildings fronting the Eastern Transport Corridor. The site is essentially split into two sections; the new office conversions to the west are viable and should be retained whereas the eastern area of the site is in large parts derelict, suffering market collapse and in need of regeneration.</p> <p>The generally poor quality manufacturing buildings are proving difficult to sub-divide and redevelop. There has been minimal interest in the site since general manufacturing ceased on the site, with only developments taking place at the Beehive area and the resulting office conversions.</p> <p>All this leads to a very poor marketability situation, except the Beehive area. Redevelopment, including mixed-use where relevant would help to regenerate specific buildings on prominent frontages and the overall environmental quality of the area. The site would then relate better to the existing housing areas at Red Hall and provide improvement on the existing views from the Eastern Transport Corridor.</p> <p>The site is already subject to a planning application to develop the site as a genuine mixed-use development including residential, offices, retail and leisure uses. This application has been approved subject to the signing of a section 106 agreement. The granting of this permission is likely to greatly increase the marketability of the site.</p>			
Policy Comments			
<p>The site is an existing EP2.6 allocation in the Local Plan for use as B1, B2 and B8. However larger areas of the site are suffering from market collapse despite recent developments. In this instance, exclusive employment use is too restrictive to allow the site to further develop economically in the future.</p> <p>Retaining the viable and relevant employment parts of the site (in the future) would be in accordance with RSS Policy 18, which states the need, to protect employment land and premises from redevelopment to alternative uses, there they are an essential part of the long-term land and premises portfolio.</p>			
Overall Justification	55	Overall Score (100)	
<p>Although the site is an out of centre site, the regeneration potential of the site makes this a very sustainable development. The redevelopment potential should be taken advantage of and maximised in the future.</p> <p>The majority of the site is suffering from market collapse resulting from poor quality existing buildings and dereliction. Taking advantage of this situation, to ensure the future viability of the site as an economic area, the use should be diversified to include other uses such as residential in a suburban location. The viable portions of employment land, particularly the Beehive area, should be retained.</p> <p>The purpose of include the site as a mixed use site would be to have an element of control over future development in a prominent location relatively close to residential areas.</p>			

Gross site area (ha)	12.8	Site Ref No.	38
GF Available (ha)	0.71		
PDL Available (ha)	0	Site Name	Morton Park
Net Available land (ha)	0.71		
Phasing of development 0 to 5 Years (Immediately Available)			
Sustainability Comments	25	Sustainability Score (50)	
<p>The site is in a generally unsustainable location towards the edge of the urban area, however the site has good road access directly from a main travel route and has a nearby bus stop on Yarm Road and at the retail areas.</p> <p>The Yarm Road links to the nearby A66.</p>			
Marketability Comments	35	Marketability Score (50)	
<p>Market research carried out by King Sturge suggests that the good prominent location with good quality mixed-use development on parts of the site would be appealing to high value roadside occupiers.</p> <p>The current diversity of use on the specific site includes C1, D1 and sui generis. Further development of this kind will fit well with the immediate surrounding uses. It appears that due to piecemeal, non-B1, B2 and B8 development the area has lost all semblance of an industrial environment and a diverse mix of uses would best allow for continued economic development.</p> <p>The site is essentially detached from the wider Yarm Road Industrial area by the defined uses on the site.</p> <p>Part of the site has recently obtained planning permission for a car showroom and workshops on appeal.</p>			
Policy Comments			
<p>The site is an existing EP2.6 allocation in the local plan for use as B1, B2 and B8. Although the site does not resemble a general employment site as not all uses on the site are restricted to employment. Over time, other uses have been granted to reflect a gradual move towards mixed use. In this instance, exclusive employment use is too restrictive to allow the site to develop in the future.</p> <p>Retaining the relevant parts of the site as B1, B2 and B8 would be in accordance with RSS Policy 18 which states the need to protect employment land and premises from redevelopment to alternative uses where they are an essential part of the long-term employment land and premises portfolio.</p>			
Overall Justification	60	Overall Score (100)	
<p>The site does not resemble a general employment site, as not all the uses on the site are restricted to employment. In reality the site is already a mixed-use location and policy should allow for further diversification to ensure the site remains economically active in the future.</p> <p>The purpose of including the site as a mixed-use location would be to have an element of control over future development in a prominent location.</p>			