

DARLINGTON EMPLOYMENT LAND REVIEW 2017: Update 2019

Review of Employment Land and Reserves within Darlington Borough Council

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Darlington Borough Council, JW November 2019



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Section 1: Introduction

1.1. This Employment Land Review (ELR) has been carried out to assess the supply of employment land within Darlington, having regard to the need and demand for employment land within the Borough.

The ELR will inform the emerging policies and proposed allocations of Darlington's Local Plan, specifically those contained within the employment land allocations and retentions which prepare the Borough for economic growth opportunities and investment potential.

As the ELR will provide an important element of the evidence base supporting Darlington's Local Plan, it has been prepared with regard to identify and qualify relevant policies and allocations of employment land within the Local Plan 2016-36.

The ELR is therefore the most relevant basis for retaining or dismissing employment sites from the policy map and the Section 7 Employment for Growth.

1.2. These findings have been informed by several studies, most notably: the Tees Valley Employment Land Review and Office Capacity Study (2011); the Darlington Office Needs Assessment (2017) and the ELR 2012 which analysed the commercial setting and quality of all Industrial Estates in Darlington (Lichfield / DTZ).

1.3. This 2019 Update of the original ELR 2017 (mentioned in the Consultation Draft - Darlington BC Local Plan 2016-2036. The product is mainly the same report but focuses on renumbered Sites and ha sizes of sites (i.e. Teesside Airport North after TVCA took ownership in 2019) and uptake since 2017 of industrial space in Darlington.

The ELR Update 2019 is therefore providing the most up-to-date appraisal of the availability of land in Darlington for employment uses, in accordance with the requirements of Planning Practice Guidance (PPG) and the National Planning Policy Framework (NPPF).

1.4. This updated section of the ELR is accompanied by a detailed assessment of economic development needs, provided within the Darlington Employment Land Needs Assessment 2017; and the Darlington Commercial Market Report - Nov 2017 by Cushman and Wakefield which were part of the ELR 2017 Market Report reviews trends in the commercial development market in Darlington. It also reviews recent economic projections by Tees Valley Combined Authority on a localised level in assessing need for employment land against the requirements established within the Tees Valley Strategic Economic Plan 2016-2026.

This ELR should be considered alongside the Market Assessment 2017 and the Employment Needs Assessment 2017 and consequently, the ELR does not seek to replicate the analysis presented in the Market Assessment but comes up with its own aggregated conclusions which define the chosen allocations for the Local Plan 2016-36 for employment use.

1.5. Assumptions of hectares of employment land requirements for the Local Plan period are based on several assumptions including Economic Growth ambitions, past performance of uptake, quality of sites and opportunity of flexible uses for diverse sectors.

Section 2: Approach and Methodology

2.1. The study's approach generally follows Government guidance on undertaking Employment Land Reviews which are now closely related to the Housing and Employment Land Availability Assessment (HELAA) process. It makes an assessment also on employment sites being able to cater flexibly for residential use if sites have been assessed suitable and deliverable for those uses.

Indeed, the HELAA process ruled out several sites previously considered and looked at the more comprehensive ELR 2012 by Lichfield and DTZ and has taken into account development constraints and accessibility reasons. The HELAA process as intended by Government made several of the sites than solely assessed for employment use into mixed use sites where residential uses can be considered for development.

2.2. The ELR focuses on employment space needs for the group of B Use Classes.

B1 Business

- Commercial offices other than in a use with Class A2
- Research and development – laboratories and studios
- Light industry

B2 General Industrial

- General industry (unless B1)

B8 Business

- Storage or distribution centres – wholesale warehouses, distribution centres and repositories]

Specialised Employment Uses: Airport uses have been considered as a specialised employment use for Teesside Airport Sites.

Other non - B Class economic uses such as retail and leisure uses have been excluded from the analysis on the basis that an existing evidence base relating to these use classes was compiled through the Retail and Town Centre Study 2017 by White Young Green.

2.3. The requirements for both employment land and floorspace are considered in the ELR and references to 'employment space' are intended to mean both these elements. Key inputs to the process included consultation with the HELAA Steering Group which included various organisations with an interest in the supply of employment land, including property agents, developers and economic development agencies.

Other than the residential need of the Borough the employment need is more closely related to economic cycles and in clear relation to the global and national economic climate. Brexit will be a key event which will dictate where demand and need will be set for the next decade.

2.4. The ELR 2017 (update Nov 2019) is a multi-part document which should be read in conjunction with each other (See section 2.6. and 2.7) and has the basis on findings of the ELR 2012 which in most points and conclusions still remains valid due to the sluggish process of economic recovery in the North East and Darlington due to the recession from 2009-2016.

2.5. Relation to ELR 2012

The ELR 2017 (Update Nov 2019) is based on industrial and commercial sites identified and assessed by the ELR 2012 conducted by DTZ and Nathaniel Lichfield. It supported based on the 2011 Core Strategy as evidence the 2015 withdrawn Draft Local Plan Draft “Making and Growing Places” with an outlook to 2026. Sites have had different names and different sizes and the economic outlook at that particular time has been affected negatively by austerity and lack of investment. **Section 3** explains the undertaken name changes.

2.6. Relation to Employment Need Assessment 2017 (Appendix V)

- Sets economic context for the ELR in Darlington
- Set the Employment figures derived for the Local Plan 2016-2036
- Outlines Economic Drivers in the Tees Valley and Darlington
- Forecasts future demand / requirements for employment space

Key findings:

7000 jobs to be created by 2036 in Darlington
120,000 sqm of employment space needed for B uses by 2036

2.7. Relation to Market Assessment for Employment Sites in Darlington 2017 (Appendix VI)

- Outlines the Market for employment premises
- Looks at demand and supply balance
- Identifies Viability and future delivery of employment spaces

Key findings:

North East – Darlington employment Market has been sluggish
Amazon B8 development single largest project in NE for the last decade
Supply still outweighs demand

This part of the ELR focuses on:

- Identifies current and future sites for employment
- Analyses the demand and supply basis
- Develops the policy options and development opportunity for employment space

Section 3: ELR 2012 vs ELR 2017 (update Nov 2019)

3.1. The progression from ELR 2102 to ELR 2017 (update Nov 2019) has been influenced by application of the HELAA process 2018 on sites in terms of suitability, availability and deliverability and market signals for employment sites plus findings from other surveys and exercises such as Heritage Impact Assessment and Strategic Site Masterplanning (i.e. for Greater Faverdale (185) and Skerningham (251).

3.2. For the ELR 2017 approach which has been documented in the Draft Local Plan 2016-36 Section 7 Employment for Economic Growth and its policies, new site names and numbers were introduced to make the approach relative to numbering and naming of housing sites more coherent. **(See TABLE 1)**

3.3. The Update 2019 follows these numbering and site names of the ELR 2017 approach but some sizes have been reduced and due to commitments and built out some sites switched from allocations and opportunities (E2 policy) to safeguarding and retention employment sites identified in the (E1 policy).

TABLE 1: Difference of site names: ELR 12 - ELR 17 (update 2019)

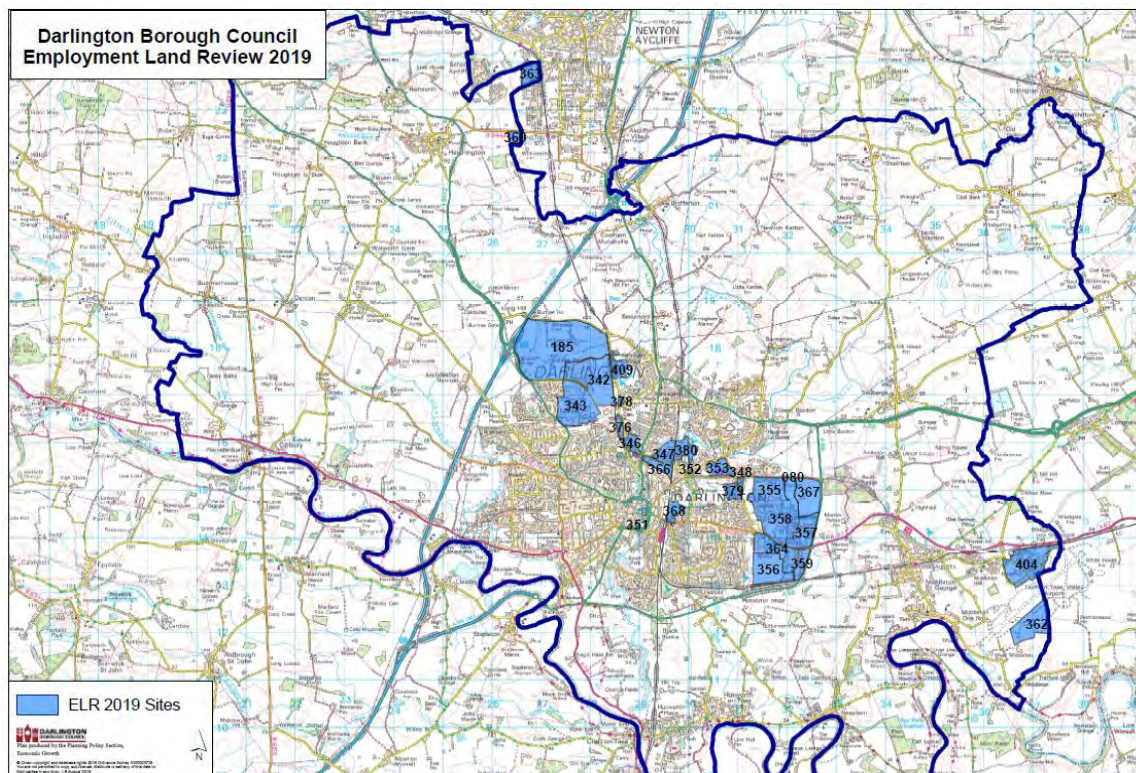
ELR 2012	ELR 2017 (Update 2019)
2.1 Faverdale Reserve	185 Greater Faverdale
2.2. Faverdale East Business Park	342 Faverdale East Business Park
2.3. Faverdale Industrial Estate	343 Faverdale Industrial Estate
2.4. Drinkfield	409 / was 345 in ELR 17 Drinkfield Industrial Estate
2.5. Longfield	378 Longfield
2.6. Meynell Road	346 Meynell Road West
2.7. Central Cross	366 Meynell Road East
2.8. North West Town Centre Fringe	Not considered (Town Centre Extension site Town Centre Policy 3 = TC 3) OMITTED
2.9. Cleveland Street	347 Cleveland Industrial Estate
2.10. Albert Hill	380 Albert Hill Industrial Estate
2.11. South East Town Centre Fringe	351 South West TCF / Beaumont Street
2.12. East Town Centre Fringe	Not considered (as Town Centre Fringe taking forward as regeneration Area TC6)
2.13. Central Park	368 Central Park South
2.14. Barton Street	352 Barton Street / Haughton Road
2.15. Blackett Road	353 Haughton Road / Blackett Street
2.16. Red Barnes Way	348 Red Barnes Way
2.17. McMullen Road West	Not considered further after HELAA 2018 (CONTAMINATION) (OMITTED)
2.18. Banks Road	379 Banks Road
2.19. McMullen Road Open Space	354 McMullen Road East
2.20. Mc Mullen Road East	NOW HOUSING SITE 048 Lingfield Point Phase
2.21. Lingfield Point	355 Lingfield Point 080 East of Lingfield Point

2.22. Yarm Road Industrial Area	358 Yarm Road Industrial Estate
2.23. Yarm Road South Extension	356 Ingenium Parc
2.24. Yarm Road South	364 Yarm Road South
2.25. Morton Park	357 Morton Park
2.26. Morton Palms	359 Morton Palms Business Park
2.27. Yarm Road North Extension	367 Link 66 / Symmetry Park
2.28. Airport North	404 Teesside Airport North
2.29. Airport South	362 was DTVA South in ELR 17 Now: Teesside Airport South
2.30. Airport Extension	404 was 361 DTVA North in ELR 17 Now: Teesside Airport North
2.31. Heighington Lane North	360 Heighington Lane North
2.32. Heighington Lane South	Not considered further after HELAA 2018 (ACCESS and DELIVERABILITY) OMITTED
2.33. Aycliffe Industrial Estate	363 Aycliffe
2.34. Mowden Hall	NOW HOUSING SITE 051 Mowden Hall in built (OMITTED)
2.35. Northern West Park	390 Northern West Park Garden Village not considered for delivery in Plan period 2016-2036 but considered in HELAA 2018 (OMITTED FOR ELR 17 and LOCAL PLAN 2016-36 But a key reserve site for the future)
Whessoe Road: Was not considered as then with residential Planning commitment (now expired and not pursued any more by developer and landholder)	376 Whessoe Road (NEWLY INCLUDED IN PLAN for Employment Again

3.4. All the sites which have been taken through the ELR 2017 (Update 2019) are shown on an overview map for the entire Darlington Borough Council territory. **(see MAP 1)**

The map is also attached in more detail (for zooming in) and in better quality in **APPENDIX I** which also has a site table attached which shows total site size and ward location in the Borough.

MAP1 : ELR 2019 Overview Map:



3.5. Qualitative Assessment of Sites ELR 2017 (Update 2019)

A total of 29 sites have been assessed and scored in terms of quality and suitability as employment sites. Recent planning Applications have been also monitored and included in the updated assessment.

These selected sites include:

- Existing employment sites currently in use, a number of which contain undeveloped areas of land which would offer potential for the site's expansion
- Sites identified within existing local plan documents where existing allocations specifically identify their suitability for B1, B2 or B8 uses.

3.6. 7 assessment criteria have been used to evaluate each of the ELR employment sites. Each site was assessed against these criteria and given a score between 1 (poor) and 5 (excellent). Information and scoring for each site, along with comments to explain how scores are achieved can be found on individual site assessment sheets that are appended to this report as **Appendix II Employment Land Quality Assessment**.

1 Strategic Access (proximity to Motorway or trunk road)
2 Local Road Access (quality of existing Access to main roads)
3 Proximity to urban areas and access to labour and services
4 Compatibility of adjoining uses
5 Site Characteristics and development constraints
6 Market Attractiveness
7 Planning / Sustainability Factors

3.7. Quality Score matrix

Score	Darlington Quality Assessment	Sites in Darlington
35 -30	Excellent Quality Employment Site	11
25- 29	Good Quality Employment Site	10
20 -24	Average Quality Employment Site	5
Below 20	Poor Quality Employment	3

Excellent Quality Employment Sites include:

80	East of Lingfield Point
185	Greater Faverdale
342	Faverdale East Business Park
355	Lingfield Point
356	Ingenium Parc
357	Morton Park
358	Yarm Road Industrial Estate
359	Morton Palms Business Park
364	Yarm Road South
367	Link 66 / Symmetry Park
368	Central Park South

Good Quality Employment Sites include:

343	Faverdale Industrial Estate
346	Meynell Road West
347	Cleveland Industrial Estate
348	Red Barnes Way
351	South West TCF / Beaumont Street
352	Haughton Road / Blackett Street
360	Heighington Lane North
363	Aycliffe
366	Meynell Road East
379	Banks Road

Average Quality Sites include:

353	Barton Street / Haughton Road
354	McMullen Road East
378	Longfield
380	Albert Hill Industrial Estate
404	Teesside Airport North

Poor Quality Sites include:

362	Teesside Airport South *
376	Whessoe Road
409	Drinkfield Industrial Estate

*Score based on poor connectivity and access and reliance on development of large phase from the east from Stockton BC. New Masterplan and marketing plan currently developed by TVCA.

3.8 Overview of all ELR Sites

Table 2 contains a summary of the headline information relating to each site. This includes details of gross site area in ha, the amount of available land within each site as identified through regular monitoring; and an adjustment from gross available land to net available land (to reflect land actually been available to be used for building plots).

In terms of the adjustments from gross areas to net areas, it has been assumed that all major potential development sites would have a gross to net adjustment of 70% to reflect the need to provide all site infrastructure including roads and services (including car parking) SUDS, environmental areas and to provide a barrier and buffer to adjoining land uses.

TABLE 2: ELR 17 (update 2019) Employment sites and land availability

DBC Site NR	Name of Employment Area	Total Site ha	Gross Available	Net available	Quality of Site
80	East of Lingfield Point	10.3	10.3	7.21	30
185	Greater Faverdale total site 177.8ha	70	70	49	31
342	Faverdale East Business Park	65.87	6.08	4.26	30
343	Faverdale Industrial Estate	60.32	11.19	7.83	26
346	Meynell Road West	8.5	0	0	28
347	Cleveland Industrial Estate	14.6	0	0	25
348	Red Barnes Way	3.03	0	0	28
351	South West TCF / Beaumont Street	0.62	0.16	0.11	29
352	Barton Street / Haughton Road	1.24	0	0	20
353	Haughton Road / Blackett Street	11.58	0	0	27
354	McMullen Road East	2.72	0	0	22
355	Lingfield Point	33.6	2.74	1.92	31
356	Ingenium Parc	40.8	40.8	28.56	31
357	Morton Park	18.28	5.79	4.05	31
358	Yarm Road Industrial Estate	63.86	1.87	1.31	31
359	Morton Palms Business Park	11.9	6.08	4.26	31
360	Heighington Lane North	5.7	5.7	3.99	28
362	Teesside Airport South	39.3	39.3	27.51	13
363	Aycliffe	15.33	0	0	27
364	Yarm Road South	34.69	0	0	32
366	Meynell Road East	10.28	0	0	25
367	Link 66 / Symmetry Park	36.03	13.1	9.17	32
368	Central Park South	9.8	6.01	4.21	31
376	Whessoe Road	4.88	0	0	19
378	Longfield	2.41	0	0	20
379	Banks Road	9.7	0	0	28
380	Albert Hill Industrial Estate	16.02	0	0	20
404	Teesside Airport North	58.39	6.73	4.71	22
409	Drinkfield Industrial Estate	13.51	0	0	19
		683.06	225.85	158.1	

*Site 185 Employment land quantity as per Masterplan Framework and process within Local Plan Policy H11

As a geographic map representation all ELR sites are shown in detail in **Appendix III All ELR sites and availability in detail** based on date 11th November 2019.

3.9. Overall size of employment site portfolio

It can be seen from Table 2 that the existing portfolio of sites identified by Darlington Council comprises of 29 sites and extends to a total of **683.06 ha** of which the gross available area is approximately **225.85 ha**.

Based on our gross to net adjustments, this is estimated to correspond to a net developable area of **158.1 ha**.

SECTION 4 : Need versus Availability

Factors affecting Future Employment Space Needs

Given the differing pictures indicated by the employment-based estimates and past take-up trends, a range of other indicators have also been reviewed to inform a judgement of where the best estimate of future needs should lie. Some of these factors pull in different directions and a balance has to be drawn between them.

TABLE 3 Growth Sectors Tees Valley

Net Job Creation, 2016-2026	Original	Revised
Low Carbon / Process, chemical and energy	+2,500	+2,000
Advanced Manufacturing	+2,500	+1,500
Other Manufacturing	-5,000	-4,000
Construction	+4,000	+3,000
Professional and business services	+8,000	+7,000
Logistics	+2,000	+3,000
Digital	+2,000	+3,000
Higher Education	+1,000	+1,000
Health and social care	+4,000	+3,500
Services	+4,000	+2,000
Culture and leisure	-	+3,000
Total	+25,000	+25,000

TCVA estimated Darlington's share of the ambitious 25,000 Tees Valley jobs target until 2026 would equate to ca 7000 additional Darlington based jobs by 2036. This was calculated by looking at each local authority's current sector split and recent economic growth.

The **Table 4** below anticipates the sector split of the additional 7,034 FTE jobs haven taken into account anticipated future sector performance reflected in the UKCES Working futures document as well as recent trends in job creation.

Sector	Anticipated job change 2016 – 2036
Manufacturing (C, D & E)	+500
Construction (F)	+1,294
Wholesale and retail trade; repair of motor vehicles and motorcycles	-200
Transportation and storage (Logistics)	+600
Information and communication	+500
Professional & Business services (K, L, M & N)	+2,500
Public administration and defence	-200
Education	+90
Human health and social work activities	+1,400
Culture & Leisure (I, R & S)	+550
Total	7,034

Source: Appendix V Employment Needs Assessment 2017

The sector growth would equate to a sqm need of ca 150,000sqm net between 2016-2016 based on the Homes & Communities Agencies Employment Densities guide (3rd edition released in 2015) This would equate into ca **150ha land requirement** based on single storey built including services based on anticipated growth via economic modelling by Oxford Economics 2017.

Lost employment land

The need to replace land or premises lost (or released) to other uses to maintain the level of the current stock of employment space is a key factor and followed in line with the recession and low performing economy in Darlington. Data provided by suggests that over the last decade 2009-2019 ca 25ha of allocated and non -allocated employment land have been developed for alternative non B classes of which 85% were residential.

Vacancy levels and floorspace availability provide another indicator of the balance between current supply and demand for employment space. A typical vacancy rate in a normal market would be around 8/10% to allow for movement and expansion of firms and a choice of locations. Evidence suggests that vacancy rates for industrial/warehousing properties in the Borough currently stand at around 12%, which appears to indicate that the industrial market is roughly in balance, although there appears to be a slight over-supply of office space given that B1a office floorspace stock has a 10 % vacancy rate.

Strategic transport Interchange

Darlington's future growth will be underpinned by its importance as a key strategic transport interchange due to its excellent positioning relative to the national rail and trunk road network. The Borough is perceived as a location of choice within the region for financial and business services but particularly logistics operations. The 135,000 sqm Amazon Fulfilment Centre developed in 2019 at Symmetry Park / Link 66 is the clearest recent example of this.

There will be an opportunity to continue to capitalise on these logistical advantages through the provision of large and well-appointed employment sites in the Borough.

Also, the location of Central Park close to the Bank Top Station has traction to attract further B1 and B2 options to Darlington as seen by NE-BIC's Business Central, the CPI National Advance Biological Manufacturing Centre and the Teesside Uni Horizon Centre.

Past Take-up Rates

The take-up of commercial office/industrial space in Darlington Borough has been obtained from a detailed analysis and data indicates that in the past 10 years (2009-2019) ca 55.00ha of allocated/ committed employment land had been taken up for development, which equates to 5.5ha per year. Key development being Argos Faverdale, Amazon, DL1 Leisure complex, Central Park Development, the former Torrington Site in Yarm Road Industrial Estate and North Road Retail Park.

Based on individual planning application data provided by DBC, it appears that the vast majority of development land came forward for B8 warehousing use (80% of the total), with around 15% being developed purely for B2 industrial and just 5% for B1 office.

Figures of need

Basic level projection 20 years at 5.25ha = 110ha requirement for employment land

Losses: $20 \times 2.5\text{ha} = 45\text{ha}$ loss of employment land

= 65 ha until 2036

Option 1: SCENARIO 1 STAGNANT BASED ON 8 YEAR UPTAKE

Basic level projection 20 years at 5.5ha pa = 110ha requirement for employment land

Losses: $20 \times 2.5\text{ha} = 45\text{ha}$ loss of employment land

= 65 ha until 2036

Option 2: SCENARIO 2: Based on Growth and Forecast TEES VALLEY

Growth level projection 20 years at 7.5ha pa = 150ha requirement for employment land

Smaller Losses: $20 \times 2.0\text{ha} = 40\text{ha}$ loss of employment land

= 110 ha until 2036

Going for a growth model in the middle of the projection ca 80 -100 ha will be sufficient to be allocated by the local plan as new employment land based on basic economic growth scenarios.

This ELR 17 offers assessment 158.10 ha of net available land which will be sufficient for the Plan period of 2016 -2036.

Section 5: Allocations and Reserves

23 sites are proposed to be classified as E1 Sites for the purpose of the Local Plan 2016-2036 which reflect existing well established estates and which will safeguards and cater for investment and change of location mostly for existing business of the smaller end of the SME market. Mostly uses are set by previous development and most of those estates are well stocked and mostly occupied in existing building stock. The commercial market will determine changes in occupation or relocation. However, it is recommended to keep flexibility of Change of Use in mind in order to keep those grown and often older estates in operation.

6 sites are suggested for allocation in the Local Plan 2016-36 in relation to significant space available and development intentions of the private sector, the Council and TVCA. Some of those over the size of 30ha and with agglomeration aspects of economic key driver sectors have been identified for the Darlington level as Strategic Sites which cater larger investment opportunities and

TABLE 5 Suggested Local Plan Policy Designation and suggested Use Classes

DBC Site NR	Name of Employment Area	Policy Designation in Local Plan 2016-36	Suggested uses
343	Faverdale Industrial Estate	E1 Safeguarding Existing Employment Opportunities	B1, B2, B8
346	Meynell Road West	E1 Safeguarding Existing Employment Opportunities	B1 B2
347	Cleveland Industrial Estate	E1 Safeguarding Existing Employment Opportunities	B1, B2, B8
348	Red Barnes Way	E1 Safeguarding Existing Employment Opportunities	B1, B2, B8
351	South West TCF / Beaumont Street	E1 Safeguarding Existing Employment Opportunities	B1
352	Barton Street / Haughton Road	E1 Safeguarding Existing Employment Opportunities	B1 B2 Sui Generis
353	Haughton Road / Blackett Street	E1 Safeguarding Existing Employment Opportunities	B1, B2, B8
354	McMullen Road East	E1 Safeguarding Existing Employment Opportunities	Sui Generis
355	Lingfield Point	E1 Safeguarding Existing Employment Opportunities	Mixed Use
342	Faverdale East Business Park	E1 Safeguarding Existing Employment Opportunities	B1, B2, B8
357	Morton Park	E1 Safeguarding Existing Employment Opportunities	B1, B2, B8
358	Yarm Road Industrial Estate	E1 Safeguarding Existing Employment Opportunities	B1, B2, B8
359	Morton Palms Business Park	E1 Safeguarding Existing Employment Opportunities	B1 B2
363	Aycliffe	E1 Safeguarding Existing Employment Opportunities	B2
364	Yarm Road South	E1 Safeguarding Existing Employment Opportunities	B1 B2
366	Meynell Road East	E1 Safeguarding Existing Employment Opportunities	B1, B2, B8
367	Link 66 / Symmetry Park	E1 Safeguarding Existing Employment Opportunities	B1, B2, B8
376	Whessoe Road	E1 Safeguarding Existing Employment Opportunities	B1 B2
378	Longfield	E1 Safeguarding Existing Employment Opportunities	B2
379	Banks Road	E1 Safeguarding Existing Employment Opportunities	B1 B2 Sui Generis
380	Albert Hill Industrial Estate	E1 Safeguarding Existing Employment Opportunities	B1, B2, B8
404	Teeside Airport North	E1 Safeguarding Existing Employment Opportunities	B1 B2 & Airport related Uses
409	Drinkfield Industrial Estate	E1 Safeguarding Existing Employment Opportunities	B1 B2
80	East of Lingfield Point	E2 Employment Allocations	B1, B2, B8
368	Central Park South	E2 Employment Allocations (Strategic)	B1 B2
362	Teeside Airport South	E2 Employment Allocations	B2 & Airport related Uses
360	Heighington Lane North	E2 Employment Allocations	B1, B2, B8
356	Ingenium Parc	E2 Employment Allocations (Strategic)	B1 B2
185	Greater Faverdale total site 177.8ha	E2 Employment Allocation (Strategic Mixed Use)	Mixed Use (B1 B2 and B8)

Employment reserves within the Local Plan Period 2016-36

Most of the Reserves have been identified in those Strategic Sites but also include sites for transformational projects such as the TVCA owned Teesside Airport which would be able to cater for later phases of development in a cross border set up with Stockton Borough Council. After the purchase of the airport by the Tees Valley Mayor in 2019 currently Master and Investment plans are reviewed and access arrangements for the Stockton BC part considered. As the Darlington part on the of South side would be in later stages of any development and infrastructure process for the longer term this whole site would act as a reserve which could be even outside the current Local Plan period 2036.

TABLE 6 : Darlington BC Employment Land Availability

	Total Employment Land ha	Gross Available ha	Net Available ha *
E1 Safeguarding Existing Employment Opportunities	507.16	53.74	37.62
E2 Employment Allocations	175.9	172.11	120.48
TOTAL ha	683.06	225.85	158.1
* 70% of gross area (accounting for internal roads, car parks, verges, greenspace, SUDs, Utilities etc)			

Employment reserves to be considered after Plan Period

Other sites which could be considered in the longer term future (20 years plus) and would also be outside the Local Plan 2016-36 dimension could be considered are within the Skerningham Garden Community Masterplan Boundary, North of West Park Garden Village and around the rural economic development defined area of the relocated Darlington Farmers Auction Mart at Humbleton Farm.

These future potential areas have not been assessed within the ELR 2017 (Update 2019) or allocated within the Local Plan 2016-36 as planned reserves for commercial and employment land have been currently been deemed adequate.

However, if economic climate improves significantly and demand increases those sites could be added in any future ELR or included in a future review of the Darlington Local Plan.

Trends of faster economic growth will need to be monitored and the approach in the next section is key to obtain an adequate up to date picture of development dynamic.

Section 6: Monitoring Approach

The MHCLG Employment Land Review Guidance Note sets out the minimum recommended employment monitoring to be undertaken by local authorities. This is focused primarily upon information relating to the local supply and demand for employment land and includes:

- 1 Employment land and premises database (recording B1a, B1b, B1c, B2, B8 or Suis Generis);
- 2 Employment permissions granted by type;
- 3 Employment permissions implemented by type and matched to allocated sites;
- 4 Permissions and development of sites and premises previously in employment use for non-employment uses;
- 5 Employment land and premises available and recent transactions;
- 6 Employment premises enquiries;

The Council will put in place a system to monitor the above through the Annual Monitoring report required by MHCLG.

However, it is considered advisable that a wider overall view is taken to the monitoring of employment land in the Borough, which takes account of additional output and contextual information. This will be undertaken via a regular update of a full Employment Land Review which would include employment land projections.

Also, the need of monitoring trends over time or looking back at the employment density on key sites in the Borough will need to be accomplished. The Council's Business Investment Team and Tees Valley Combined Authority should record the number of jobs created by successful inward investment enquiries.

Matching this information at a site-specific level to gross internal floorspace figures and the type of employment created (with respect to B-Use Classes) would enable locally derived employment densities to be constructed.

Additionally, monitoring of the take-up of employment land by type should be considered. The Council records the source of the development land (e.g. Local Plan allocation or windfall site).

This will aid the understanding of the contribution to the employment land supply made by **windfalls**.

Section 7: Conclusion

There are several conclusions from the ELR 17 (update 2019):

A) The local economy within the Tees Valley has a number of sectoral strengths, as well as growth opportunities

DBC has commissioned a number of reports to understand the future growth potential of the Borough's economy and the sectors anticipated to drive this growth. This work is drawn together within the Council's Economic Strategy and the Tees Valley SEP which concludes that:

- Current sectoral strengths include: service sector; manufacturing; advanced engineering, Biotechnology and construction; and
- Emerging sectoral strengths are forecast to include: Logistics, digital and media; Subsea and bio technology.

B) A significant supply of available employment land has been identified within the Borough;

Site assessment work has indicated that Darlington currently has 225.85ha of gross available land. This existing level of supply focused on a small number of larger strategic allocations at: Greater Faverdale; Ingenium Parc; Central Park and Teesside Airport.

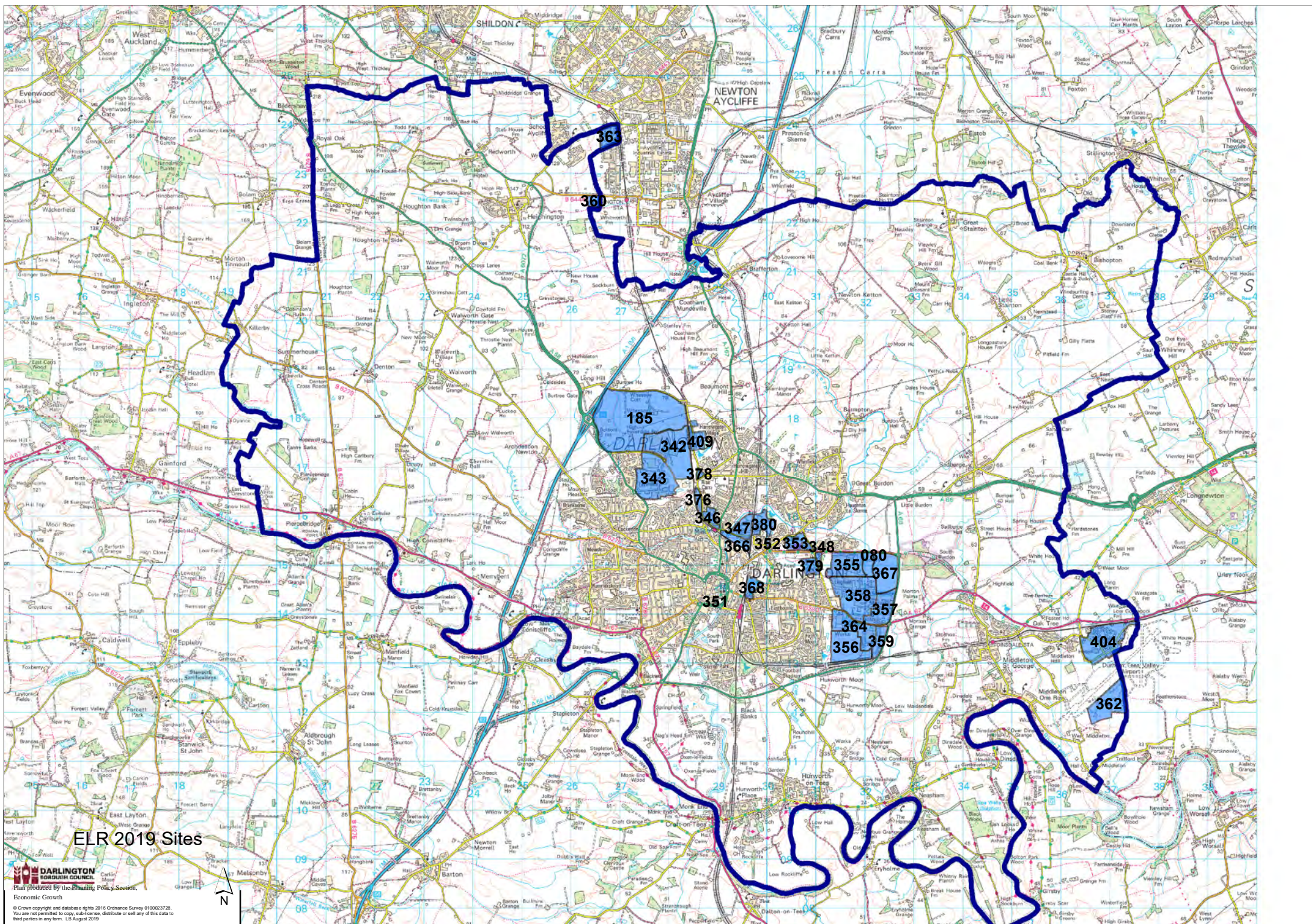
C) The Borough provides 172.11ha of general employment land as allocation in the Local Plan 2016 -2036 to accommodate growth;

Drawing upon analysis of a range of forecasting techniques (including: labour demand; labour supply; and historic take-up) it is recommended that DBC plan to provide in the order 172ha of general employment land for development over the period to 2036. This level of demand is considered to strike an appropriate balance economic growth aspiration, economic and commercial realism.

D) Following a review of Darlington's existing supply Darlington's future portfolio of general employment land comprises of 15 sites totalling 225.85 ha.

29 employment sites were assessed showing the availability of gross 225.85 ha of employment land within Darlington. This leads to an offer of at least 158.10 ha net for economic development and investment. This is significantly higher than the projected level of demand over the period to 2036 and shows a well varied well balanced portfolio of sites (type and location) being able to accommodate different sectors and commercial needs and expectations.

APPENDIX I Overview map and Table of all ELR Sites Employment



ELR 2019 SITES NR + NAME	SIZE ha	WARD
080 East of Lingfield Point	10.30	Sadberge & MSG
185 Greater Faverdale	177.80	Brinkburn & Faverdale and Heigh & Coniscliffe
342 Faverdale East Business Park	65.87	Brinkburn & Faverdale
343 Faverdale Industrial Estate	60.32	Brinkburn & Faverdale
346 Meynell Road West	8.50	North Road
347 Cleveland Industrial Estate	14.59	North Road
348 Red Barnes Way	3.03	Stephenson
351 South West TCF / Beaumont Street	0.62	Park East
352 Barton Street / Haughton Road	1.24	Stephenson
353 Haughton Road / Blackett Street	11.58	Stephenson
354 McMullen Road East	2.72	Redhall & Lingfield
355 Lingfield Point	33.60	Redhall & Lingfield
356 Ingenium Parc	40.80	Eastbourne + Hurworth & S & MSG
357 Morton Park	28.28	Redhall and Lingfield and S&MSG
358 Yarm Road Industrial Estate	63.86	Redhall & Lingfield
359 Morton Palms Business Park	11.90	Sadberge & MSG
360 Heighington Lane North	5.70	Heighington & Coniscliffe
362 Teesside Airport South	39.30	Sadberge & MSG
363 Aycliffe	15.33	Heighington & Coniscliffe
364 Yarm Road South	36.69	Eastbourne & S&MSG
366 Meynell Road East	10.28	North Road
367 Link 66 / Symmetry Park	36.04	Sadberge & MSG
368 Central Park South	9.80	Stephenson
376 Whessoe Road	4.88	North Road
378 Longfield	2.41	North Road
379 Banks Road	9.69	Redhall and Lingfield
380 Albert Hill Industrial Estate	14.59	North Road
404 Teesside Airport North	58.39	Sadberge & MSG
409 Drinkfield Industrial Estate	13.51	Harrowgate Hill

S&MSG = Sadberge and Middleton St George Ward

H + C = Heighington and Coniscliffe Ward

APPENDIX II Employment Land Quality Assessment 2019

Area (ha)**10.30 ha****80 East of Lingfield Point**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Greenfield Site and Agricultural use neighbouring the DETC, Lingfield Point west and Link 66 / Symmetry Park (east) and Yarm Road Industrial Estate (South)	
<i>Strategic Access</i>	The site fronts onto the Darlington Eastern Transport corridor (B6279), which provides access to the A66 to the east and A68 to the west.	5
<i>Local Road Access</i>	The site has access via Lingfield Point East entrance to the Darlington Eastern Transport Corridor (B6279). Access to local bus services within the vicinity of the site.	5
<i>Proximity to urban areas, and access to labour & services</i>	Urban location surrounded by a mix of commercial and residential uses. The site is situated around 2.8 kilometres (1.7 miles) east of Darlington Town Centre.	3
<i>Compatibility of adjoining uses</i>	The surrounding area is characterised by agriculture, a mix of commercial and industrial uses.	5
<i>Site characteristics and development constraints</i>	Greenfield site next to three existing Employment Sites	5
<i>Market Attractiveness</i>	Given its location close to the Darlington eastern Transport Corridor there would be reasonable demand for employment use in this location.	4
<i>Planning / Sustainability Factors</i>	There are no planning permissions for this site.	3
<i>Key Growth Sectors</i>	This development represents one of the more important employment areas within Darlington and should be a key priority for promoting further employment generating uses through the plan period.	
<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>	Closeness to Lingfield Point (355) and Link 66 /Symmetry Park (367) restricts development options west and east of the site.	

FOR EXISTING SITES ONLY	
<i>Type of Existing Use (B1/B2/B8 other)</i>	B1 / B2 / B8
<i>Existing Vacancy Levels</i>	The site is 100% available 10.30ha
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	N/A
<i>Condition of Existing Premises</i>	N/A
<i>Amount of Development Land Available</i>	10.30 ha Available
<i>Existing Occupiers</i>	NONE

TOTAL SCORE:	30
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Area (ha)

177.8ha

185 Greater Faverdale



Criteria	Comment	Score (out of 5)
Current Use	Agricultural	
Strategic Access	Access to the A1 is excellent with the site adjacent to J58. Access to the A66 is poor.	5
Local Road Access	The A68 provides direct access into Darlington Town Centre. Currently no access into the site.	4
Proximity to urban areas, and access to labour & services	The site is within the edge of Darlington, although West Park provides a range of local services.	4
Compatibility of adjoining uses	The site adjoins the existing Faverdale development and so further employment development would be competitive.	5
Site characteristics and development constraints	This is a Greenfield site and will require significant site infrastructure to bring forward in its entirety. An existing access point is available off Rotary Way.	4
Market Attractiveness	The site is likely to be of limited appeal while land remains available at Faverdale East but has been elevated through inclusion in bidding process for Local Growth Fund money from TVCA. Most suitable occupier would be in the logistics industry and extension of B2.	5
Planning / Sustainability Factors	<p>The site is allocated as a mixed use site within the Darlington Local Plan 16-36 and taken forward as a key strategic site through a masterplan Framework in Policy H11.</p> <p>Planning history for the site includes:</p> <p>10/00798/FUL - Hybrid application for erection of data centre with associated access, landscaping and ancillary buildings (Detailed); and construction of access road from Rotary Way.</p>	4
Key Growth Sectors	Previous interest in a small part of the site has been for the construction of a data centre however this interest has not been progressed. Were development to take place in this location we would expect it to focus on the key growth sector of logistics (and by association storage).	
Other Comments (i.e. ownership factors, barriers to development where available)	The site represents a significant proportion of Darlington's employment land supply and is unlikely to come forward until existing Faverdale sites are developed.	

TOTAL SCORE:

31

342 Faverdale East Business Park

Area (ha)
65.87 ha



Criteria	Comment	Score (out of 5)
<i>Current Use</i>	The site is currently part built to provide B2 and B8 industrial accommodation with the remaining land agricultural.	
<i>Strategic Access</i>	Access to the A1 is excellent being in close proximity to J58. Access to the A66 is poor.	5
<i>Local Road Access</i>	The A68 provides direct access into Darlington Town Centre.	4
<i>Proximity to urban areas, and access to labour & services</i>	The site is located within the urban area of Darlington and West Park provides a range of local services.	4
<i>Compatibility of adjoining uses</i>	The site adjoins existing development at Faverdale and so further employment development would be compatible.	5
<i>Site characteristics and development constraints</i>	Site infrastructure has been provided to part and access comes off Rotary Way meaning part of the site may be immediately developed.	4
<i>Market Attractiveness</i>	The area is situated immediately adjacent Argos and fronting onto Rotary Way meaning part of the site may be immediately developed.	4
<i>Planning / Sustainability Factors</i>	<p>The site is allocated as an existing employment site within the Darlington Local Plan.</p> <p>Planning history includes:</p> <p>13/00742/FUL Street Samian Way, 2.10ha, Erection of a production building, linked two storey office block, car parking, external yard area and vehicular accesses to highway, perimeter fencing and landscaping (Additional information and amended plans received 14 October 2013, 25 October 2013, 30 October 2013, 31 October 2013 and 27 November 2013)</p> <p>08/00778/OUT Proposed Faverdale Business Park (St Modwen) Samian Way, Outline application for B1(C), B2 and B8 development including 2 No. access roads (amended plans and amendments to Environmental Statement received 20 June 2014 and additional information received 18 May 2015) 101,543 sqm , 30.15ha</p>	4

	<p>Rotary Way (St Mowden) 03/00340/OUTE - Outline planning application for Business Park consisting of a mix of B1, B2 & B8 uses with supporting infrastructure - Granted 19/11/2003</p> <p>ARGOS DISTRIBUTION DEPOT DEVELOPMENT, COMPLETED 08/07/2005; 05/01041/FUL - Construction of 4 Industrial Warehouse Units for B1(C), B2 and B8 Use Classification with ancillary offices and service areas (amended description increasing number of units 7 November 2005) - Granted with conditions 30/01/2006; 06/00782/DC - Variation of Condition (1) to extend time limit from 3 years to 5 years of planning permission</p> <p>03/00340/OUTE (Outline planning application for business park consisting of a mix of B1(Business), B2 (General Industry) and B8 (Warehouse) uses with supporting infrastructure) dated 19 November 2003 - Granted 25/09/2006;</p>	
Key Growth Sectors	Were this land to come forward for employment uses, it would likely be in the form of mixed B1, B2 and B8 uses and focused on the key growth sectors of advanced manufacturing and logistics.	
Other Comments (i.e. ownership factors, barriers to development where available)	This site represents a significant proportion of Darlington's employment land supply and has been marketed in part with little interest but has now been committed since 2015.	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B1 / B2/ B8	
Existing Vacancy Levels	Moderate. Existing and speculative opportunities currently being marketed with limited interest.	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Post 2000	
Condition of Existing Premises	Generally the properties look in good condition.	
Amount of Development Land Available	We estimate that approximately 6.08 hectares of land is currently available with 30ha committed to St Modwen but not started.	
Existing Occupiers	Argos, Cold Store Logistics Ltd, Tekmar, ALMIT Group, Subsea Innovation	

TOTAL SCORE:	30
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343 Faverdale Industrial Estate

Area (ha)
60.32 ha



Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Mixed commercial estate incorporating B1, B2 and B8 uses.	
<i>Strategic Access</i>	Access to the A1 /M is very good with the site near to J58. Access to the A66 is poor.	4
<i>Local Road Access</i>	The A68 provides direct access into Darlington Town Centre.	4
<i>Proximity to urban areas, and access to labour & services</i>	The site is within the urban area of Darlington and West Park provides a range of local services.	4
<i>Compatibility of adjoining uses</i>	The site is an established employment location and so further employment development would be compatible.	4
<i>Site characteristics and development constraints</i>	The site has been developed in a piecemeal fashion and a number of older premises have been demolished to provide cleared development sites. A lot of derelict sites included	2
<i>Market Attractiveness</i>	The estate is an old established employment area and would be viewed positively by the market. Market conditions the current sorry state of the 70s estate and loads of derelict areas with lack of Broadband infrastructure reduces the attractiveness for employment uses.	2
<i>Planning / Sustainability Factors</i>	<p>The site is allocated as an existing employment site within the Darlington Local Plan.</p> <p>Planning history includes:</p> <p>18/00406/FUL Land At Centurion Way Centurion Way Faverdale East Business Park Erection of Portal Frame Building and associated car parking for use as Plumbers Merchants/Workshop 0.89ha (Revised Scheme)</p> <p>14/000943/OUT Lateral Investments – 4000sqm Asda Superstore with auxiliary uses such as Petrol</p> <p>Faverdale Recycling centre - Variation of condition No 7 attached to Planning Appeal Ref T/APP/T1350/A/1996/271659/P5 dated 5 June 1997 to permit the handling of construction demolition waste and</p>	3

	<p>commercial and industrial waste (packaging waste) - Granted 26/07/2005;</p> <p>Levy Industrial Estate 06/00262/FUL - Erection of 3no industrial units and ancillary works - Granted 19/05/2006 Completed 07/02/2008;</p> <p>Land adjoining Equinox House 04/00727/FUL - Erection of 3 no two storey office blocks - Granted 09/08/2004 Completed 06/07/2005;</p> <p>Land adjacent to Evangelical Press, Faverdale North 05/00588/FUL - Construction of three storey office building with associated car park - Granted 28/09/2005 Completed 10/05/2007;</p> <p>Land adjacent to Equinox House Faverdale - Erection of warehouse, steel framed, metal sheeting clad, brickwork to front - Completed 15/09/2004;</p> <p>George Allinson (Transport) Ltd No 3 Warehouse 09/00490/FUL - Erection of 2 No. portacabins and construction of new paved pathway - Granted 10/09/2009 Completed 09/12/2009;</p> <p>North East Glass & Glazing, North East House, Faverdale North 09/00791/CU - Change of use from B1 (office) to A3 (restaurant/café) / A5 (Hot Food Takeaway) (amended description and additional plans received 01 February 2010) - Granted 09/03/2010 Commenced 08/07/2009;</p> <p>Land adjoining Faverdale West 10/00487/FUL - Erection of 15 No. industrial units for a mix of B1 (Business), B2 (General Industrial) and B8 (Storage And Distribution) uses with associated service yard, access and car parking (amended plan and additional noise report received 15 January 2007, amended Green Travel Plan received 18 January 2007 and ecological report received 24 January 2007, amended plans received 08 May 2007) - Granted 12/09/2008.</p>	
Key Growth Sectors	Were further land to come forward for employment uses, it would likely be in the form of mixed B1, B2 and B8 uses and focused on the key growth sectors of advanced manufacturing and logistics.	
Other Comments (i.e. ownership factors, barriers to development where available)	The site is an established older employment area held in fragmented ownership. Individual plots are available for development but are mostly cleared and in need of remediation.	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B1, B2 & B8	
Existing Vacancy Levels	Moderate. A number of premises and sites are available however with limited market interest due to remediation costs.	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970 onwards	
Condition of Existing Premises	The property dates from a variety of periods and is in varying states of repair.	
Amount of Development Land Available	Approximately 11.19ha of development land is currently available. Most of the land in need of remediation and sits currently derelict.	
Existing Occupiers	George Allinson Transport, ATOS, Aldi South, JTM, ALMIT, Arriva Depot	

TOTAL SCORE:**23**

346 Meynell Road West

Area (ha)
8.5ha



Criteria	Comment	Score (out of 5)
Current Use	Mixed industrial and trade counter use.	
Strategic Access	The site is located off North Road (A167), providing access to A1 (M).	3
Local Road Access	<p>The site is accessed via Whessoe Road, which provides direct access to North Road (A167). The surrounding road network is somewhat congested.</p> <p>Access to local bus services within the vicinity. Darlington's North Road train station is also within close proximity, with local services operating daily.</p>	4
Proximity to urban areas, and access to labour & services	The site is situated in an urban location, within close proximity to Darlington Town Centre.	5
Compatibility of adjoining uses	The site is a well established employment location, situated adjacent a Morrisons supermarket, B&Q PLC and B+M. Residential uses surround the site to the north and east.	4
Site characteristics and development constraints	Well established secondary industrial location with high occupancy levels. Well suited to trade counter uses.	4
Market Attractiveness	<p>High occupancy rate with a mix of local and national occupiers.</p> <p>The majority of the site is allocate for B1 B2 uses with retail incorporated.</p> <p>Planning history includes:</p>	4
Planning / Sustainability Factors	<p>Multiple applications associated with the new stretch of road leading from Whessoe Road to North Road around the south of B Q. DIY Superstore Meynell Road</p> <p>13/01037/FUL B&M McDonalds Meynell Road</p> <p>Approval of details reserved by condition 5 (tree protection plan) and condition 6 (construction management plan) attached to planning permission 13/01037/FUL dated 9 May 2014 for erection of drive-</p>	4

	<p>through restaurant incorporating vehicular and pedestrian access, car parking, landscaping and ancillary works</p> <p>11/00618/FUL- Variation of condition 2 (range of goods) of planning permission 81/00376/DM dated 12 August 1981 (for erection of a trade retail, storage, showroom and sales unit with garden centre, car parking, and service areas; erection of 6 No light industrial and warehouse units with service areas) to permit the sale of additional range of goods (comparison goods and food and drink items)- Granted 14.11.2011;</p> <p>7 Whessoe Road 11/00077/CU- Change of use of unit from light industrial (B1) to mini cab telephone booking centre (Sui Generis) (Retrospective application)- Granted 30.03.2011;</p> <p>DIY Superstore Meynell Road 10/00653/FUL- Subdivision of building to form 2 No. retail units- Granted 29.11.2010;</p> <p>Whessoe Road Salvage 09/00008/CU- Continuation of the use of the land as a temporary scrapyard for a further 3 years- Granted 08.05.2009;</p> <p>5, 6, 7, 8, 10, 11, 15 and 17 Whessoe Road- Multiple applications for conversion of existing commercial properties to form residential dwelling houses- Refused 16.06.2008 and 14.07.2008;</p> <p>Unit A6 Meynell Road 06/00899/CU- Change of use from industrial unit to dog grooming parlour and hydrotherapy pool- Granted 24.11.2006;</p>	
Key Growth Sector	We see these sites as having potential for further intensification of existing B1, B2 and B8 uses supplemented by other ancillary uses as required however do view them as key to delivering development within any of Darlington's key growth sectors.	
Other Comments (i.e. ownership factors, barriers to development where available)	In the short to medium term we consider that the site will continue in employment use and provide an important part of the overall employment land portfolio.	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B1/B2/B8 Retail and Commercial	
Existing Vacancy Levels	No vacancies, 0ha	
Age of existing Premises (1945-1970; 1970-90; 1990-00; post 2000)	1990s+	
Condition of Existing Premises	Generally the units appear in good condition.	
Amount of Development Land Available	Limited infill development available	
Existing Occupiers	Morrison's filling station, Poundstretcher, Williamson Decorative Paints, B&M, Plumb Centre	

TOTAL SCORE:	28
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347 Cleveland Industrial Estate**Area (ha)****14.6ha**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Brownfield employment site with a mix of trade and general industrial uses.	
<i>Strategic Access</i>	Access to the major strategic routes serving Darlington is via local roads. (North Road A 167 / Haughton Road B 6279)	3
<i>Local Road Access</i>	<p>Access to the site is constrained by the East Coast Main line which runs along the eastern boundary of the site and the river Skerne which borders the site to the west and the north. The only entrance to the site is off Cleveland Street. Access along Cleveland Street from the east is restricted by a low railway bridge from Albert Hill. The local road network in the vicinity of the site is somewhat congested including the Haughton Road "Throughabout".</p> <p>Access to local bus services within the vicinity. Darlington's North Road train station is also within close proximity, with local services operating daily.</p>	4
<i>Proximity to urban areas, and access to labour & services</i>	The site is situated in an urban area, within close proximity to Darlington Town Centre and just north of the Town Centre Fringe.	5
<i>Compatibility of adjoining uses</i>	The site is bound by a railway lines to the east and the River Skerne to the North and West. Beyond the River Skerne there is residential use. To the south of the site is bound by Cleveland Street, beyond which are further employment uses.	3
<i>Site characteristics and development constraints</i>	<p>Well established secondary industrial location with high occupancy levels. Caters for the local market.</p> <p>We consider access to be the main constraint to any future redevelopment of the site, with access along Cleveland Street being restricted by the low railway bridge. The site is also bound by the River Skerne, which may pose a flood risk.</p>	3
<i>Market Attractiveness</i>	The site will have appeal to small and medium sized local businesses looking for lower cost accommodation.	3

<p><i>Planning / Sustainability Factors</i></p>	<p>The site is safeguarded for B1, B2 and B8 uses in the Local Plan. Saved E1 of the Draft Darlington Local Plan identifies this site as an existing employment area where B1 uses, together with B2 and B8 where they do not harm the amenity of the area or nearby residential areas, will be permitted.</p> <p>Recent planning history includes:</p> <p>19/00122/FUL / 18/00092/FUL Forge Way Cleveland Industrial Estate Erection of 6 no. industrial units (Use Class B2 1600sqm + 1098sqm 0.92ha) associated parking, turning and yard area (additional surface water drainage information received 12 April 2019)</p> <p>17/00266/FUL 28 Cleveland Trading Estate DL1 2PB, Demolition of existing building and erection of light Industrial unit (600 sqm 0.198 ha) and associated car parking for the storage and maintenance of mobile cranes</p> <p>15/00253/FUL Schofield Electrics 27 Cleveland Trading Estate Change of use from auto electrical workshop (Class B2) to taxi office and taxi maintenance garage (sui generis) including the erection of a single storey taxi office building</p> <p>Proposed light industrial units Cleveland Trading Estate 08/00303/FUL - Erection of light industrial unit (subdivided into 3 units) and provision for car parking with 7 spaces (1 disabled) and vehicular turning area - Granted 30/06/2008 Completed 19/11/2009;</p> <p>LGB Transport, Cleveland Trading Estate 09/00435/FUL - Change of use to the storage and processing of scrap metals, installation of 50 feet long weighbridge; erection of building for processing end of life vehicles; erection of two storey weighbridge offices and staff amenity block; erection of building for non-ferrous metals storage and processing - Granted 28/04/2010 1 Office completed 28/01/2011;</p> <p>Unit 1 Forge Way Cleveland Trading Estate 04/00608/FUL - Construction of 2no. Industrial units (B2 use), associated access and parking - Granted 03/08/2004 Complete 15/07/2009;</p> <p>Land to the north of units 1-8 Forge Way Cleveland Trading Estate 06/00652/FUL - Erection of industrial units with associated parking and servicing - Granted 15/09/2006 Completed 12/12/2007;</p> <p>Forge Way Cleveland Street 05/00102/FUL - Construction of 3no Industrial units with associated access road - Granted 31/03/2005 Completed 29/04/2010;</p> <p>Unit 2 Silverlink Business Park Forge Way 08/00998/FUL - Construction of 2no industrial units (units 2a and 2b Forge Way) - Granted 27/02/2009 Completed 10/06/2009;</p> <p>Land at Forge Way 04/00318/FUL - Erection of workshop for the manufacture of concrete products - Granted 25/04/2004 Completed 29/02/2008;</p> <p>European Metal Recycling Limited Cleveland Trading Estate 10/00634/FUL - Erection of building for storage and processing of non-ferrous metals - Granted 01/11/2010;</p>	<p>4</p>
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	<p>Units 1, 2, 3 Forge Way 04/01216/FUL - Erection of units 1, 2 and 3 - Granted 09/12/2004 Completed 22/05/2009;</p> <p>Unit 7 Cleveland Trading Estate 08/00418/CU - Change of use from General Industrial to training workshop - Granted 02/07/2010 Completed;</p> <p>European Metal Recycling Cleveland Trading Estate 10/00667/FUL - Change of use to storage and processing of scrap metals and erection of building for storage and processing of non-ferrous metals (Extension of processing area to the south of the existing site) (Amended plans received 21 October 2010 and Additional details submitted 29 November 201 - Granted 14/12/2010</p>	
Key Growth Sector	There is currently no available development land within the estate however we consider this site as having medium to long term potential for further intensification of existing B1, B2 and B8 uses supplemented by other ancillary uses as required. We do not see this site as making a significant contribution to any of the key growth sectors.	
Other Comments (i.e. ownership factors, barriers to development where available)	<p>Given the long established industrial use of the site contamination is likely to be an issue for any future alternative use. Noise from the railway line is also likely to be an issue.</p> <p>In the short to medium term we consider that this site is likely to remain in employment use.</p>	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B1 / B2 / B8	
Existing Vacancy Levels	Very low levels of vacancies.	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970s +	
Condition of Existing Premises	Generally the properties appear in reasonable condition. While there are some dilapidated units there are also a number of more modern workshop buildings.	
Amount of Development Land Available	Currently there is no potential for expansion on site. There is potential for redevelopment of some of the older units.	
Existing Occupiers	Andrew Page Limited, Charter Self Drive, Aggregate Limited, MB of Darlington, Charter Self Drive, Rinus Roofing, local occupiers.	

TOTAL SCORE:	25
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348 Red Barnes Way**Area (ha)****3.03 ha**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	The site is occupied with a mix of permanent industrial units and temporary Portacabin accommodation. C.M Varley & Co is also a large occupier on the site, producing pet and animal feed. There is a range of smaller industrial and trade counter units with a mix of local occupiers.	
<i>Strategic Access</i>	The site is situated within close proximity to the Darlington Eastern Transport Corridor, providing access to the A66 to the east and A68 to the west.	3
<i>Local Road Access</i>	The site is accessed via McMullen Road, which connects to the Darlington Eastern Transport Corridor (B6279). Access to local bus services within vicinity of the site.	4
<i>Proximity to urban areas, and access to labour & services</i>	Urban location surrounded by a mix of commercial and residential uses. The site is situated around 2.4 kilometres (1.5 miles) east of Darlington Town Centre.	4
<i>Compatibility of adjoining uses</i>	To the east the site is bordered by McMullen Road, beyond which is residential use. Darlington Eastern Transport Corridor runs to the south of the site, beyond which there is further employment uses including a number of car showrooms. Haughton Road Retail Park and Lafarge concrete works is situated to the west of the site, with a small amount of residential use. Haughton Road borders the site to the north, with a small amount of residential use and a car dealership.	5
<i>Site characteristics and development constraints</i>	Well established secondary industrial location with high occupancy levels.	3
<i>Market Attractiveness</i>	The site is an established employment area close to the town centre and so would be attractive to the market.	4
<i>Planning / Sustainability Factors</i>	The site is allocated for B1, B2 and B8 uses in the Local Plan. The site that is currently occupied by Amec was considered suitable for housing in the Darlington SHLAA (2009). However, in the 2011 update, the site was deemed unsuitable for housing due to neighbouring industrial uses.	5

	<p>In the future there may be potential for a mixed commercial and residential use.</p> <p>Recent planning history includes:</p> <p>15/00718/FUL dated for the erection of an industrial unit (416sqm 0.137 ha) to provide warehousing and associated offices.</p> <p>13/01017/FUL Ex - MSD Darlington Ltd Red Barnes Way dated 08 May 2014 for the change of use from General Industry (B2) to car dealership sales and servicing (Sui Generis) and installation of showroom windows.</p> <p>Unit 11 Red Barnes Way, 12/00007/CU- Change of use to dog grooming salon- Granted 20.02.2012;</p> <p>Workshops 1-4 Blackett Road 11/00561/CU Change of use to flexible B1 (Business), B2 (General Industrial) and/or B8 (Storage and Distribution)- Granted 22.11.2011;</p> <p>Burnside Carpets Red Barnes Way 07/00613/FUL- Erection of an extension to existing carpet warehouse- Granted 27.09.2007;</p> <p>Direct Car Sales & Finance Red Barnes Way 08/00866/CU- Change of use from car showroom to manufacturing (B.2) and offices (B.1)- Granted 18.12.2008;</p>	
Key Growth Sectors	While the site is fully occupied change of use and other developments remain possible We would not see this land as key to delivering development within any of Darlington's key growth sectors.	
Other Comments (i.e. ownership factors, barriers to development where available)	In the short to medium term we consider it likely that the site will remain in industrial use. There may be opportunities for the redevelopment/ refurbishment of a number of existing units to create more modern accommodation.	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B1/ B2 / B8 and Sui Generis	
Existing Vacancy Levels	Generally existing premises appear well let and vacancies are within the Units of Red Barnes Way facing Mc Mullen road	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mix of ages ranging from 1960s onwards.	
Condition of Existing Premises	Condition varies between properties depending on exact use and age.	
Amount of Development Land Available	Potential small infill development or redevelopment of existing premises but generally limited development land.	
Potential for Alternative Employment Use	N/A	
Existing Occupiers	C.M Varley & Co, Turbo Solutions, Andrew Paige, Range of local occupiers	

TOTAL SCORE:**28**

Area (ha)

0.62ha

351 South West TCF / Beaumont Street

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Beaumont Street site is currently used as car parking and 3000sqm Feethams House Office block currently built next to Darlington Multi Storey Car Park Beaumont Street.	
<i>Strategic Access</i>	The site benefits from immediate access to the ring road (A167), providing access to the A1 (M) and A66.	3
<i>Local Road Access</i>	The site benefits from immediate access to the ring road and local transport links. Good access to public transport links within the surrounding area.	5
<i>Proximity to urban areas, and access to labour & services</i>	The site is within the urban core with a range of amenities immediately available.	5
<i>Compatibility of adjoining uses</i>	The site is situated within the urban core, with a range of shops, offices and leisure facilities within the vicinity. Darlington Town Hall and the Dolphin Centre border the site to the north. A range of retail and leisure uses border the remainder of the site.	4
<i>Site characteristics and development constraints</i>	The site is situated within the Town Centre boundary in the urban core .	4
<i>Market Attractiveness</i>	Feethams Leisure now DL1 on opposite the Site has developed a cinema hotel and restaurants and cafes and increased attractivity of the site followed by decision of DBC to build speculative Office block.	4
<i>Planning / Sustainability Factors</i>	<p>The site is allocated in the Local Plan as part of the Town Centre Policy T2 and is within employment use policy E1 for B1 and town centre uses.</p> <p>Recent planning history includes:</p> <p>18/00464/DC Former Beaumont Street Car Park East Beaumont Street Erection of five storey office development 3000sqm with adjacent landscaped public plaza</p> <p>East Beaumont Street Car Park 09/00471/FUL- Erection of five storey office building- Granted 24.09.2009;</p>	4

<i>Key Growth Sectors</i>	This site is seen as key to further growth of the town centre and employment growth is likely to be focused on B1 office development that could support growth in telehealth/telecare and the higher value office support functions of the subsea technology and advanced manufacturing industries.	
<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>	Darlington Borough Council has developed part of the site for Feethams House Office development. Beaumont Car Park next to Beaumont House remains a development opportunity for B1 Office development on 0.16ha.	

TOTAL SCORE:	29
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352 Barton Street / Haughton Road**Area (ha)****1.49 ha**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Brownfield site which is currently occupied by a range of industrial units.	
<i>Strategic Access</i>	Barton Street is accessed directly off the Darlington Eastern Transport Corridor (B6279), providing access to the A66 and A167.	3
<i>Local Road Access</i>	Local road access as above. Access to local bus services within vicinity of the site	4
<i>Proximity to urban areas, and access to labour & services</i>	Urban location surrounded by a mix of commercial and residential uses. The site is situated around 2.3 kilometres (1.4 miles) north east of Darlington Town Centre.	4
<i>Compatibility of adjoining uses</i>	The surrounding area is characterised by a mix of commercial and residential uses. Directly to the west of the site there is a small number of retail uses, including China Cottage and Premier Off Licence. Residential uses border the site to the north and east. Victoria House Nursing Home, Gurney Pease Primary and Nursery School and St Nicholas Industrial Estate are also situated within the vicinity of the site.	5
<i>Site characteristics and development constraints</i>	The close proximity of alternative non-employment uses and the configuration of local highway network present significant constraints on further employment development.	3
<i>Market Attractiveness</i>	The subject site is a secondary to tertiary industrial location which largely serves the local market. While the site is currently well occupied, we consider that the existing buildings will have a limited economic life moving forward. Were the existing units to become vacant we consider that it would be difficult to find new occupiers without offering flexible lease terms. Giving the likely high repair and maintenance liabilities we consider that there is likely to be limited demand from owner occupiers and change of use to residential is a viable option.	4

Planning / Sustainability Factors	<p>The site is allocated as mixed use in the Local Plan. Part of the site, currently occupied by Darlington Timber Supplies, was identified as being suitable for housing in the Darlington SHLAA (2011). However current intentions and strong market demand in the business does not foresee a change of use for this plot.</p> <p>Recent planning history includes:</p> <p>19/00742/FUL Haughton Road Service Station Haughton Road DL1 2LD Demolition of existing buildings and erection of convenience store (Use Class A1) and replacement petrol filling station with forecourt canopy, petrol pumps and islands, vents, underground tanks, trolley park, enclosed car wash, air and water, plant and bin store areas and associated car parking and landscaping</p> <p>19/00120/FUL Former D T Mackenzie 213 - 217 Haughton Road DL1 2LD - Erection of 8 no. dwellings with associated parking and amenity space (amended plans and additional transport technical note received 4 June 2019)</p> <p>17/00648/OUT D T Mackenzie 213 - 217 Haughton Road Outline application for residential development (upto 13 units) (description amended 10 November 2017, amended site plan received 1 December 2017 and additional drainage strategy received 2 March 2018)</p> <p>211 Haughton Road 07/00231/FUL- Erection of 9 No. apartments, car parking spaces and landscaping- Granted 01.06.2007;</p>	4
Key Growth Sectors	We would not see this land as key to delivering development within any of Darlington's key growth sectors.	
Other Comments (i.e. ownership factors, barriers to development where available)	<p>Given the age and specification of the existing units', ongoing repair and maintenance costs are likely to be high. Were any of the buildings to become vacant, we consider it likely that refurbishment would be required in order to attract new occupiers. In the medium to long term, we consider it likely that this site will be brought forward for an alternative use such as residential. There has been some new build residential development in the vicinity of the site over the last ten years.</p> <p>Future redevelopment of the site may be constrained by fragmented ownership and access along Barton Street. There may also be contamination issues.</p>	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B2 and residential	
Existing Vacancy Levels	Some properties are occupied with some limited vacant space (Petrol station).	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1945 - 1970	
Condition of Existing Premises	Generally the units appear in a poor condition. Units are generally poor condition and are not of a modern specification, with corrugated roofs.	
Amount of Development Land Available	There is no land currently available for further development, although moving forward there may be opportunities for redevelopment as units become vacant such as former petrol station and former Subway / Mace shop.	

<i>Potential for Alternative Employment Use</i>	We consider there to be very limited scope for further employment development over the medium term and residential developments would come further forward with remediation needed for sites like the former petrol station.
<i>Existing Occupiers</i>	Local occupiers including Darlington Timber Supplies and residential

TOTAL SCORE:	27
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353 Haughton Road / Blackett Road**Area (ha)****11.58 ha**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Brownfield site which is currently occupied by a mix of industrial and retail uses. There is also a telecommunications masts on site.	
<i>Strategic Access</i>	The site is situated within close proximity to the Darlington Eastern Transport Corridor, providing access to the A66 to the east and A68 to the west.	3
<i>Local Road Access</i>	The site is accessed via Haughton Road, which connects to the Darlington Eastern Transport Corridor (B6279) to the west and provides access to Darlington Town Centre. Access to local bus services within vicinity of the site.	4
<i>Proximity to urban areas, and access to labour & services</i>	Urban location surrounded by a mix of commercial and residential uses. The site is situated around 2.4 kilometres (1.5 miles) east of Darlington Town Centre. Included is a small retail park (Haughton Road Retail Park) on site which is occupied by Asda and Wickes.	4
<i>Compatibility of adjoining uses</i>	To the North of the site is bordered by employment uses on red Barnes way, with occupiers include C.M. Varley & Co. To the north the site is bordered by the Darlington Eastern Transport Corridor. There are residential uses to the north and west of the site.	5
<i>Site characteristics and development constraints</i>	Well developed site with only smaller infill development immediately available.	3
<i>Market Attractiveness</i>	Well established secondary employment location.	4
<i>Planning / Sustainability Factors</i>	The site is allocated for B1, B2 and B8 uses in the Local Plan. 19/00760/FUL Hutchison 3G UK Ltd Telecommunications Mast (DL0005) AMEC Group Ltd Haughton Road Replacement of an existing 15m monopole with a 20m high capacity monopole supporting 6 No. antenna apertures, 4 No. dishes together	4

	<p>with installation of ground-based equipment cabinets and ancillary development (Re-submission)</p> <p>14/00320/FUL Asda Blackett Road DL1 2BJ Installation of replacement security shutters</p> <p>Netto Food Store, Blackett Road 11/00340/FUL- Installation of ATM cash point into existing shopfront and construction of secure enclosure to side elevation incorporating refrigeration plant- granted 11.07.2011;</p> <p>06/00442/FUL William Press House Haughton Road Darlington DL1 2ED Demolition of existing office building and erection of replacement two storey office building and extension to the existing car park (as amended by plans received 31 July 2006)</p> <p>Electricity Sub Station, Blackett Road 05/01173/FUL- Replacement dropped kerbs (3No) for vehicular access to existing electricity sub station- granted 08.02.2006;</p>	
Key Growth Sectors	The sites location and the nature of the existing accommodation is such that while it provides meets the requirements of current occupiers we do not see this land as key to delivering development within any of Darlington's key growth sectors.	
Other Comments (i.e. ownership factors, barriers to development where available)	<p>In the short to medium term we consider it likely that the site will remain in employment use.</p> <p>We consider that there are a number of barriers to the redevelopment of the site for residential uses. These include noise from neighbouring industrial uses, telecommunications mass, potential contamination due to existing and past uses and limitations of existing highways network.</p>	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	A1 (Retail), B1 B2 B8	
Existing Vacancy Levels	Not aware of any vacancies.	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970 - 1990	
Condition of Existing Premises	The existing properties generally appear in a reasonable state of repair and conditions.	
Amount of Development Land Available	There is currently no space available for development on site.	
Potential for Alternative Employment Use	It is considered that there are a number of barriers to the redevelopment of the site for residential uses. These include noise from existing occupiers, potential contamination due to existing and past uses, electricity substation, mixed site ownership and flood risk to part. It is considered unlikely that this site will come forward for residential use while existing industrial development remains.	
Existing Occupiers	DHL Parcel Teesside, Tarmac, Wood Engineering (AMEC), Asda and Wickes	

TOTAL SCORE:**27**

354 McMullen Road East**Area (ha)****2.72ha**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	The site is currently occupied in part by a car showroom, with remainder of the site comprising open space which is currently used as a car park.	
<i>Strategic Access</i>	The site fronts on to the Darlington Eastern Transport corridor (B6279), which provides access to the A66 to the east and A68 to the west.	3
<i>Local Road Access</i>	The site is accessed via McMullen Road, which connects to the Darlington Eastern Transport Corridor (B6279). Access to local bus services within the vicinity of the site.	4
<i>Proximity to urban areas, and access to labour & services</i>	Urban location surrounded by a mix of commercial and residential uses. The site is situated around 2.4 kilometres (1.5 miles) east of Darlington Town Centre.	4
<i>Compatibility of adjoining uses</i>	The site is situated adjacent to Lingfield Point, which provides a mix of employment uses. There is a clustering of car showrooms in this location.	3
<i>Site characteristics and development constraints</i>	Prominent site benefitting from frontage on to the Darlington Eastern Transport Corridor. The surrounding area has become a hub for car dealerships.	2
<i>Market Attractiveness</i>	Given its prominent location, the site is well suited to the motor trade. However, as there are already a number of car dealerships in this area demand for this use is likely to be satisfied.	2
<i>Planning / Sustainability Factors</i>	The site completely allocated for Sui Generis uses Recent planning history includes: 09/00798/FUL - Erection of car showroom with associated administrative facilities - Granted 02/02/2010 Completed 08/11/2010	4
<i>Key Growth Sectors</i>	We do not see this site as a significant contributor towards Darlington's key growth sectors.	

FOR EXISTING SITES ONLY	
<i>Type of Existing Use (B1/B2/B8 other)</i>	Sui Generis
<i>Existing Vacancy Levels</i>	None
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	Post 2000
<i>Condition of Existing Premises</i>	The existing buildings appears in good condition.
<i>Amount of Development Land Available</i>	None. The undeveloped part of the site largely comprises a narrow embankment fronting onto the Darlington Eastern Transport Corridor which has very limited if any development potential.
<i>Potential for Alternative Employment Use</i>	N/A
<i>Existing Occupiers</i>	S.G.Petch complex of different car dealerships

TOTAL SCORE:	22
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355 Lingfield Point

Area (ha)
33.6 ha



Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Brownfield site of former Paton and Baldwin site neighbouring the DETC, Redhall and Yarm Road Industrial Estate	
<i>Strategic Access</i>	The site fronts onto the Darlington Eastern Transport corridor (B6279), which provides access to the A66 to the east and A68 to the west.	5
<i>Local Road Access</i>	The site is accessed via an estate road which connects to McMullen Road, providing access to the Darlington Eastern Transport Corridor (B6279). Access to local bus services within the vicinity of the site.	4
<i>Proximity to urban areas, and access to labour & services</i>	Urban location surrounded by a mix of commercial and residential uses. The site is situated around 2.4 kilometres (1.5 miles) east of Darlington Town Centre.	4
<i>Compatibility of adjoining uses</i>	The surrounding area is characterised by a mix of commercial and residential uses.	5
<i>Site characteristics and development constraints</i>	Prominent site with further potential for redevelopment.	4
<i>Market Attractiveness</i>	Given its location close to the Darlington eastern Transport Corridor there is reasonable demand for employment use in this location. In recent years Lingfield point has been successful in attracting office occupiers into office refurbishments.	4
<i>Planning / Sustainability Factors</i>	We are aware that outline planning permission for a mixed use: 19/00090/CU Unit 16 Lingfield Point DL1 1RW Change of use and alteration of existing warehouse building (Use Class B8) to offices (Use Class B1) to include partial demolition of existing building, alterations to south and east elevations, associated hard landscaping and car parking. 16/01164/FUL Area 7 ,17 Lingfield Point DL1 1RW Demolition of part of Building 17 and creation of car park to provide 258 spaces 15/01205/FUL Lingfield Point Variation of condition 1 (approved plans) to replace Location Plan (10222-01-MP-03-100 revision B), Site Layout	5

	<p>Plan Retained and Removed Buildings (10222-01-MP-03-122 revision B) and Parameters Plan Uses (10222-01-MP-03-104 revision E) with revised Location Plan (P137-12), Site Layout Plan Retained and Removed Buildings (P137-06C) and Parameters Plan Uses (P137-07A); Variation of condition 2 (Accordance with Affordable Housing & Management Statement and Design & Access Statement)</p> <p>14/01173/FUL Meadow Lingfield Point DL1 1RW Change of use Unit 11b from Storage and Distribution (Use Class B8) to Offices (B1) incorporating alterations to north elevation entrance facade, canopy and formation of piazza, with external hard and soft landscaping features; and demolition of Unit 17 (Area 4) for provision of 212 parking spaces</p> <p>08/00638/OUT dated 18 August 2010 for mixed use regeneration scheme comprising residential development, school, care home, B1 commercial/office space, energy centre, wind turbine, community and arts facilities, local retail facilities, parking, landscaping, sports facilities, allotments and public open space)</p>	
Key Growth Sectors	This development represents one of the more important employment areas within Darlington and should be a key priority for promoting further employment generating uses through the plan period. Key growth sectors include telehealth, public sector operations and the high value elements of the subsea sector.	
Other Comments (i.e. ownership factors, barriers to development where available)	New owners have been recently named and new concepts for the development of the site might come forward.	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	Mix of B1 / B2 / B8	
Existing Vacancy Levels	There are some units available across scheme.	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1945-1970	
Condition of Existing Premises	A number of buildings appear dated and in a poor state of repair and condition.	
Amount of Development Land Available	2.74ha of land available on cleared sites + potential for redevelopment of existing accommodation.	
Potential for Alternative Employment Use	Mixed use remains an option	
Existing Occupiers	Wood (Amec), Student Loans, Capita, local business	

TOTAL SCORE:	31
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356 Ingenium Parc**Area (ha)****40.8 ha**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Greenfield site. Currently used for agricultural uses with associated farm house.	
<i>Strategic Access</i>	The A66 is situated within close proximity to the site and can be accessed via Yarm Road to the north.	4
<i>Local Road Access</i>	The site is accessed via an estate road Salters Lane which links to Yarm Road. Public transport links along Yarm Road.	4
<i>Proximity to urban areas, and access to labour & services</i>	The site is situated within close proximity to Morton Park, with a range of retail and leisure uses. Darlington Town Centre is situated approximately 3.1 kilometres (2.0 miles) west of the site. Good transport links to residential areas to the west.	4
<i>Compatibility of adjoining uses</i>	The site is situated in an area which is largely characterised by commercial uses. The site is bordered by commercial accommodation to the north and east. To the south the site is bordered by a railway line, beyond which is the A66. To the west there is open space as Maidenvale Local Nature reserve, beyond which there is the residential area of Firthmoor.	5
<i>Site characteristics and development constraints</i>	Broadly level, undeveloped site, which is currently in agricultural use. On the eastern boundary of the site there is a farm house with associated outbuildings and an unused railway trackbed. No other specific site constraints	4
<i>Market Attractiveness</i>	Given current market conditions and the availability of space in the surrounding area it is considered that there would be limited interest in developing the site for employment uses at present. However the building of an access road to open up serviced plot spaces for Phase 1 of development enhances the marketability significantly	5
<i>Planning / Sustainability Factors</i>	This is identified as a strategic employment site for the Local Plan identifies in policy E2 and this site area can be used for B1 and B2 uses.	5

	<p>Recent planning history include:</p> <p>19/00380/DC Ingenium Parc Salters Lane Creation of ecological habitat (ponds, marsh, hibernaculae, woodland, scrub and grassland)</p> <p>18/00033/DC Ingenium Parc Salters Lane Hybrid application for 100,000 square metre employment development including Class B8, up to 46,000 square metres, Class B1 b/c and up to 11,000 square metres Class B2 including associated landscaping, access and parking with proposed phase 1 infrastructure works consisting of the industrial estate, distributor road and initial landscaping works submitted in detail.</p>	
<i>Key Growth Sectors</i>	Development in this site could support growth across the key growth sectors of subsea technology and advanced manufacturing and engineering.	

TOTAL SCORE:	31
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357 Morton Park

Area (ha)
18.28 ha



Criteria	Comment	Score (out of 5)
<i>Current Use</i>	The site is currently used for a mix of A1, C1, D1 and Sui Generis uses.	
<i>Strategic Access</i>	The A66 runs directly to the east of the subject site, providing access to the A1 (M).	5
<i>Local Road Access</i>	The site is accessed via Yarm Road which connects directly to the A66. Morton Park is well served by local transport with a dedicated bus stop, with further public transport links along Yarm Road.	4
<i>Proximity to urban areas, and access to labour & services</i>	The site is situated around 3.7 kilometres (2.3 miles) east of Darlington Town Centre. Good transport links to residential areas to the west.	4
<i>Compatibility of adjoining uses</i>	The site is situated in an area largely characterised by commercial uses. Yarm Road Industrial Estate is situated to the west of the site and Morton Palms Business Park is situated to the south. North is the Link 66 Symmetry Park development. The A66 borders the site to the east.	5
<i>Site characteristics and development constraints</i>	Prominent site situated at the junction of Yarm Road and the A66. Site is well suited to employment uses.	4
<i>Market Attractiveness</i>	The site is well suited to the existing uses, with good road access and public transport connections benefitting retail use. Prominent frontage on to Yarm Road means that the site is well placed for roadside uses such as hotel and petrol station.	4
<i>Planning / Sustainability Factors</i>	Policy E1 of the Darlington Local Plan as a retained area as part of a wider existing employment area. Permitted B1, B2 B8 Recent planning history includes: 18/00664/FUL Land Adjoining St Bedes House Morton Park Way Erection of 2 No. industrial units (Use Classes B1, B2 and B8) plus additional car parking	5

	<p>17/00816/FUL Petrol Filling Station Morrisons Supermarket Morton Park Way Redevelopment of existing petrol filling station to provide new shop and canopy</p> <p>17/00849/CU Unit J1 Morton Park Way DL1 4PG Proposed Change of Use including allocated car parking spaces from Fitness Gym (D2) back to B1, B2 or B8 use...</p> <p>17/00555/FUL Morrisons Supermarket Morton Park Way DL1 4PJ Erection of a building to house Home Delivery operation and a canopy to cover van loading operation (Additional Information and amended plans received 14th July 2017)</p> <p>17/00277/FUL Darlington Building Society Sentinel House Morton Road DARLINGTON DL1 4PT Erection of two storey extension to existing office block (amended plans received 3 May 2017)</p> <p>16/00108/FUL Land South Of Woodlands Hospital Morton Park Way Erection of a non food retail store (Dunelm) 3670sqm A1 retail space on 0.72ha with car parking, access and landscaping</p> <p>14/01074/FUL EDS Clearing Services Palms Court DL1 4PT Change of use from data processing centre to waste transfer and recycling facility</p> <p>15/01115/FUL Premier Inn And Beefeater Morton Park Way DL1 4PJ Variation of condition 2 (accordance with approved plans) attached to planning permission 15/00304/FUL dated 03 June 2015 for the erection of extension to hotel to provide additional 42 No. bedrooms, alterations to car park and associated landscaping - to permit the erection of a new single storey lobby area</p> <p>Premier Inn And Beefeater Morton Park Way - Extension of time limit for 12/00305/FUL implementation of planning permission 09/00321/FUL dated 15 July 2009 for erection of extension to hotel to provide 39 No. bedroom and alterations to car parking and landscaping- Granted 25.06.2012;</p> <p>09/00321/FUL Travel Inn Brewsters Morton Park - Erection of extension to hotel to provide 39 No. bedroom and alterations to car parking and landscaping- Granted 15.07.2009;</p> <p>06/00999/FUL ravel Inn Brewsters Morton Park - Erection of extension to hotel to provide 21 No. bedrooms and alterations to car park- Granted 04.12.2006;</p>	
<i>Key Growth Sectors</i>	Given the existing mix of uses in this location, we do not consider this site as key to delivery against any of Darlington's key growth sectors.	
FOR EXISTING SITES ONLY		
<i>Type of Existing Use (B1/B2/B8 other)</i>	A1, C1, D1 and Sui Generis uses	
<i>Existing Vacancy Levels</i>	No vacancies	
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	1970 – 1990: Retail Post 2000: Hospital and Hotel Retail Store Dunelm	
<i>Condition of Existing Premises</i>	The existing properties appear in a reasonable condition, although the Morrisons and B&Q appear somewhat dated.	

<i>Amount of Development Land Available</i>	To the North of the Morrison and Morton Park Business Park there remain 5.79ha of developable land for B1 B2 and B8 purposes
<i>Potential for Alternative Employment Use</i>	Potential for B1 & B2 / B8 uses as an extension Morton Park Business Park.
<i>Existing Occupiers</i>	Morrisons, Woodland Hospital, Beefeater, Premier Inn, B&Q and McDonalds Dunelm.Local employers In Morton Park Business Park

TOTAL SCORE:	31
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358 Yarm Road Industrial Estate**Area (ha)****63.86ha**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	The site is currently used for a mix of B1, B2 and B8 uses and SUI Generis and commercial uses.	
<i>Strategic Access</i>	The estate is situated on the eastern edge of Darlington, close to A66/A67 giving access to A1(M)	5
<i>Local Road Access</i>	<p>The site is accessed via Yarm Road (B 6283) which connects directly to the A66.</p> <p>The neighbouring Morton Park is well served by local transport with a dedicated bus stop. There is further public transport links along Yarm Road.</p>	4
<i>Proximity to urban areas, and access to labour & services</i>	The site is situated around 3 kilometres (1.9 miles) east of Darlington Town Centre. Good transport links to the residential areas to the west. Retail and leisure uses situated to the south at Morton Park.	4
<i>Compatibility of adjoining uses</i>	The site is situated in an area largely characterised by commercial uses. Morton Park is situated to the south, with a range of retail, leisure and employment uses. Lingfield Point is situated to the north, along with the proposed 'Link 66' employment area.	5
<i>Site characteristics and development constraints</i>	Site is well suited to employment uses, with easy access to the A66. Risk of contamination due to long history of industrial uses.	4
<i>Market Attractiveness</i>	Well established employment area with good road communications. The area is popular with both national and local occupiers.	4
<i>Planning / Sustainability Factors</i>	<p>Policy E1 in the Borough of Darlington Local Plan identifies this site as an existing employment area where B1 uses, together with B2 and B8 where they do not harm the amenity of the area or nearby residential areas, will be permitted. The southern edge including the former Torringtons site (now marketed as Yarm Road Interchange Estate within Yarm Road Industrial Estate)</p> <p>Recent planning history includes:</p> <p>17/00350/FUL Protim Solignum Ltd Lingfield WayDL1 4QB Erection of a steel framed clad building to house equipment and material</p> <p>17/00195/CU Units 15 And 16 Allington Way DL1 4QB Change of use of Unit 15 from B8 (storage and distribution)/A1 (shops) and Unit 16 from B2 (General Industry) to B1(b) (research and development of products and processes), B1(c) Light Industry), B2 (General Industry), B8 (Storage and Distribution) and ancillary A1 (shops)</p> <p>16/00917/CU Orange PCS Ltd Communication Centre Senhouse Road</p>	5

	<p>DL1 4PS Change of Use from Telecommunications Switch and Data Centre with offices to B1 (Business) and or B2 (General Industry) and or B8 (Storage and distribution)</p> <p>16/01284/FUL 37 Allington Way DL1 4QB Erection of 12 no. light industrial units (Use Class B1) and two canopies onto existing building (amended site plan received 20 January 2017)</p> <p>16/00522/FUL Site Of Former Torrington Works, Yarm Road Construction of 2 No. new motor dealerships including erection of 2 No showrooms and workshop, related offices, valet building, van sales centre, external display and related parking and external works</p> <p>15/00413/FUL Land South Of Dudley Road Erection of manufacturing factory building incorporating shop floor, mezzanine level with offices and training area, boundary fencing, associated car parking and access</p> <p>15/01017/FUL R Bland Ltd Morton Road dated 11 December 2014 for erection of office block and ancillary parking</p> <p>15/00163/FUL Magnet Ltd Allington Way DL1 4XT Change of use of part of existing warehouse from B2/B8 use to B1a and B1b; construction of two storey offices within part of the existing warehouse including new windows in south and east elevations, new entrance and fire escape doors in east elevation; and alterations to warehouse roof</p> <p>13/00425/DC 13 Darlington Borough Council 17 Allington Way dated 23 July 2013 for redevelopment of site to provide Council depot facilities with alterations and refurbishment of existing building</p> <p>13/00218/DC Land Opposite Teesdale House Lingfield Way dated 23 May 2013 for provision of depot incorporating erection of salt barn, storage for highways maintenance, fleet parking and winter maintenance facilities and construction of footpaths at Allington Way and Lingfield Way</p> <p>13/00075/FUL Orange PCS Ltd Nexus House Senhouse Road DL1 4XW Erection of two storey extension to existing Nexus building providing office and call centre accommodation and ancillary development, associated access improvements, reconfigured car parking and landscaping. Demolition of existing buildings on site.</p> <p>11/00045/FUL Former Taylor Woodrow Compound Lingfield Way Erection of 2 No buildings and refurbishment works to existing waste recycling facility and office</p> <p>Unit 12 Dudley Road 10/00803/FUL- Change of use to general motor vehicle repairs and MOT testing (B2) and erection of perimeter fencing with double access gates to front- Granted 12.01.2011;</p> <p>Thermal Insulation Contractors Association 34 Allington Way 07/00804/FUL- Erection of single storey building to form classrooms to provide training facilities to the rear- Granted 24.09.2007;</p> <p>17 Allington Way 12/00373/CU- Change of use to specialist vehicle treatment facility and automotive part sales and distribution centre- Granted 20.08.2012;</p>	
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	<p>Attadale House Lingfield Way 08/00488/FUL- Erection of single storey workshop/warehouse to rear and extension to existing car park- Granted 22.07.2008;</p> <p>Evans Business Centre Lingfield Way 05/00666/FUL- Development of site to provide workshop and office floorspace in 2 No single storey buildings within use Class B1,B2 and B8- Granted 30.11.2005;</p> <p>Land Opposite Teesdale House Lingfield Way 06/01156/FUL- Erection of warehouse, showroom, offices and storage yard with associated car parking and landscaping- Granted 12.03.2007;</p> <p>Site Of Former Torrington Works Yarm Road 10/00836/FUL- Hybrid application for mixed use development comprising B2 industrial, B8 storage and warehousing (Outline); and B2/B8 industrial /storage and warehousing units, A3 restaurant, A4 public house and 60 bed hotel- Granted after S106 01.12.2011;</p>	
Key Growth Sectors	This is a well established industrial area that forma a key part of the overall employment land portfolio. We consider it could deliver against a number of Darlington's key growth sectors including telehealth, advanced manufacturing, public sector and logistics.	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B1 / B2 / B8 / Sui generis / Commercial	
Existing Vacancy Levels	Popular industrial estate with very limited vacancies. There is some managed workspace available and Carver Commercial and Storeys Edward Symmons Limited are marketing vacant accommodation on the estate.	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970s +	
Condition of Existing Premises	Generally the properties appear in a reasonable condition, although some of the premises would benefit from	
Amount of Development Land Available	Main area for expansion situated at south west corner (former Torrington Site now marketed as Yarm Road Interchange with small infill sites within the existing development. There is also the potential to redevelop some of the older stock.	
Potential for Alternative Employment Use	N/A	
Existing Occupiers	Occupiers include: JML Global Foods, Northgate Vehicle Hire, EE Campus, Jewson, NOBIA UK (Magnet Kitchens), National Window Systems and Wharton Construction, Environment Agency, Darlington Borough Council Depots, Darlington Building Society, Travelodge, Toby Carvery, RMB Dealership (Renault/Toyota), Screwfix.	

TOTAL SCORE:	31
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359 Morton Palms Business Park**Area (ha)****11.90 ha**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Part developed of the site developed as an office park with additional Car parking areas.	
<i>Strategic Access</i>	Located at the junction of Yarm Road (B 1642) and the A66.	5
<i>Local Road Access</i>	The site is accessed via an estate road which links to Yarm Road. Public transport links along Yarm Road.	4
<i>Proximity to urban areas, and access to labour & services</i>	The site is situated within close proximity to Morton Park (357) with a range of retail and leisure uses, Yarm Road South (Engineering) (364) and Ingenium Parc (356). Darlington Town Centre is situated approximately 3.5 kilometres (2.2 miles) west of the site. Good transport links to residential areas to the west and Middleton St George.	4
<i>Compatibility of adjoining uses</i>	Established commercial location for offices and employment uses.	5
<i>Site characteristics and development constraints</i>	Flat serviced site with a number of development parcels available. Car parking issues have been resolved with the Council providing an extra car parking area on one of the Plots in the area. Electric sub-station and utilities already built and plots are serviced.	4
<i>Market Attractiveness</i>	Well located site however interest in office accommodation in this location is subdued at present as a result of ongoing market uncertainty, newer competitor locations and lack of superfast broadband access.	4
<i>Planning / Sustainability Factors</i>	<p>This site is covered by the Local Plan as an existing employment site under policy E1 which safeguards the remaining plots of the site for employment development in B1 and B2 uses.</p> <p>Recent planning history includes:</p> <p>16/00840/DC Land At Alderman Best Way Morton Palms Business Park Formation of car park incorporating external lighting layout (amended plan received 1 December 2016 and amended site location plan received 14 December 2016) (1.17ha)</p> <p>Proposed Phase 3 Morton Palms Business Park 07/00496/FUL-Erection of 8 No. office buildings (providing 22 separate units) and delicatessen together with associated access roads, parking and</p>	5

	landscaping (Phase 3 of Morton Palms Business Park)- Granted 27.09.2007; Proposed Phase 4 Morton Palms Business Park 08/00088/FUL- Erection of four storey office with associated car parking and external works- Granted 03.04.2008; Development of site to provide 5600m2 B1 (office) floorspace - 13 units and associated parking. Land Adjacent A66 05/00982/FUL- Amended scheme to permit an additional 309m2 of floorspace to Unit N (Planning Permission Reference Number 05/00139/FUL dated 14 April 2005)- Granted 30.11.2005;	
Key Growth Sectors	This site provides significant opportunity for future expansion, subject to improvements in market conditions and focused on B1 office development that could support growth in telehealth/telecare and the higher value office support functions of the subsea technology and advanced manufacturing industries.	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B1	
Existing Vacancy Levels	A number of vacancies on Pioneer Court with accommodation currently being marketed by DTZ, Sanderson Weatherall, Carver Commercial, Jones Lang La Salle and Storeys Edward Symmonds. Southern Plots of the Business Park remain empty with 6.73ha available.	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Post 2000	
Condition of Existing Premises	The existing properties generally appear in good condition.	
Amount of Development Land Available	There is still development land to the north and south of the development with 6.73ha available.	
Potential for Alternative Employment Use	Potential for B2 uses.	
Existing Occupiers	Existing occupiers include Whessoe Engineering Limited , HMG Barring Service ADG Architects, Baxter Personnel, Bellway Teesside, BIBU.	

TOTAL SCORE:	31
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360 Heighington Lane North**Area (ha)****5.70ha**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Agricultural	
<i>Strategic Access</i>	Heighington Lane provides a link to St Andrew's Way and onto the A167 (A1(M)). Strategic road access is therefore reasonable.	4
<i>Local Road Access</i>	The site benefits from good local road access.	3
<i>Proximity to urban areas, and access to labour & services</i>	The site is on the edge of Newton Aycliffe and within easy commuting distance of a number of neighbouring settlements.	4
<i>Compatibility of adjoining uses</i>	The site is adjacent to an established employment area and so is compatible with adjoining uses.	4
<i>Site characteristics and development constraints</i>	The site comprises a series of agricultural fields that are broadly level and separated by mature hedgerow. Utilities and services would be required to be provided.	4
<i>Market Attractiveness</i>	The site forms part of the wider Amazon Park development and is in an established employment area	4
<i>Planning / Sustainability Factors</i>	<p>Saved Policy EP3.6 of the Borough of Darlington Local Plan identifies this area as a new employment area (B1, B2, B8). Saved Policy EP6.3 identifies this area for Prestige Employment Development. Saved Policy EP7.6 identifies this area for Office / Business Park development.</p> <p>Recent planning history includes:</p> <p>Land At OSGR E426451 N522420 07/00445/OUT Outline application for employment development comprising a mix of B1 (Business), B2 (General Industrial) and B8 (Storage and Distribution) uses and renewable energy centre, with associated parking, access and distribution roads and landscaping- Granted 16.11.2007;</p> <p>Land At OSGR E426451 N522420 10/00526/NMA- Non Material Amendment of planning permission 10/00526/FUL dated 6 October 2010 (for extension of time limit for implementation of outline planning permission 07/00445/OUTE dated 16 November 2007 for employment</p>	5

	<p>development comprising a mix of B1 (Business), B2 (General Industrial) and B8 (Storage and Distribution) uses and renewable energy centre, with associated parking, access and distribution roads and landscaping) to permit alterations to the layout- Pending consideration;</p> <p>Land At OSGR E426451 N522420 10/00526/CONA- Approval of details reserved by conditions 4, 6, 7, 8, 9, 11, 12, 13, 15, 16, 17, 18, 20, 21, 22, 23, 25, 27, 28, 30, 37, 38, 43, 45, 46 attached to planning permission 10/00526/FUL dated 6 October 2010 for extension of time limit for implementation of outline planning permission 07/00445/OUTE dated 16 November 2007 for employment development comprising a mix of B1 (Business), B2 (General Industrial) and B8 (Storage and Distribution) uses and renewable energy centre, with associated parking, access and distribution roads and landscaping (amended acoustic assessment received 27 April 2011)- Pending consideration; Ditto applications for approval of details reserved by condition 35, and reserved matters;</p> <p>Land At OSGR E426451 N522420 10/00526/FUL- Extension of time limit for implementation of planning permission 07/00445/OUTE dated 16 November 2007 for outline application for employment development comprising a mix of B1 (Business), B2 (General Industrial) and B8 (Storage and Distribution) uses and renewable energy centre, with associated parking, access and distribution roads and landscaping- Granted 06.10.2010;</p>	
<i>Key Growth Sectors</i>	<p>Given the proximity to an established employment location and the proposals for Hitachi we see this as a key employment location with potential for delivery in the logistics and advanced manufacturing sectors.</p>	
<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>	<p>The site is understood to form part of the wider Amazon Park development that is to include the new Hitachi train plant. The location is therefore a key economic growth area both locally and regionally.</p>	

TOTAL SCORE:	28
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362 Teesside Airport South**Area (ha)****39.3 ha**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Greenfield land.	
<i>Strategic Access</i>	The primary access to the site comes via the southern edge of Teesside Airport however at present there is no direct road or rail connection.	1
<i>Local Road Access</i>	At present the site is not accessible via the local road network. The closest local road comprises a narrow, poorly surfaced track, serving the neighbouring farm.	1
<i>Proximity to urban areas, and access to labour & services</i>	The site is located away from any urban centre and access is poor.	1
<i>Compatibility of adjoining uses</i>	The surrounding land uses comprise the airport and agricultural land.	4
<i>Site characteristics and development constraints</i>	The site comprises greenfield land and access presents a significant barrier to development.	1
<i>Market Attractiveness</i>	The market is likely to view this site poorly due to its location and access. The site will require significant infrastructure improvements if any development is to take place. Likely only to be of interest to employment uses linked to the airport.	1
<i>Planning / Sustainability Factors</i>	The Local Plan identifies this site within policy E2 as an employment allocation closely linked to development ambitions from the Stockton Borough Council Site to the east. Without this development phase this site will not come forward as realistic soon. The land has no planning history since 2004.	4
<i>Key Growth Sectors</i>	We believe that any development that were to take place this location would be focused on the growth of the airport and possibly to support growth air freight/logistics.	
<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>	The development of the site will be dependent upon future plans for Teesside Airport which is now under the auspices of TVCA and the Major. A new Masterplan for the Airport might be coming forward by 2020 as an investment plan by the new owner.	

TOTAL SCORE:**13**

363 Aycliffe

Area (ha)
15.33 ha



Criteria	Comment	Score (out of 5)
Current Use	The site comprises an established manufacturing plant occupied by INEOS Compound.	
Strategic Access	The site is within easy reach of the A167 which in turn leads into the A1(M).	4
Local Road Access	The site benefits from reasonable local road access	3
Proximity to urban areas, and access to labour & services	The site is on the edge of Newton Aycliffe and within easy commuting distance of a number of neighbouring settlements.	4
Compatibility of adjoining uses	The site is adjacent to an established employment area and so is compatible with adjoining uses.	4
Site characteristics and development constraints	The site is currently well occupied giving little opportunity for development in the short term.	3
Market Attractiveness	The site is an established employment area that is well connected to the surrounding road network and so would be viewed positively by the market however is currently occupied.	4
Planning / Sustainability Factors	Saved Policy EP2.9 of the Borough of Darlington Local Plan identifies this site as an existing industrial area, permitting B1 uses and B2 and B8 where they do not harm the amenity of the area or nearby residential areas.	5
Key Growth Sectors	There has been no recent planning history since 2004.	
	Given the proximity to an established employment location and its existing use we see this as a key employment location with potential for delivery in the advanced manufacturing sectors.	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B2/B8	
Existing Vacancy Levels	None	

<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	1990 onwards
<i>Condition of Existing Premises</i>	The properties appear in reasonable condition.
<i>Amount of Development Land Available</i>	No development land is currently available.
<i>Potential for Alternative Employment Use</i>	None
<i>Existing Occupiers</i>	INEOS Compound

TOTAL SCORE:	27
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364 Yarm Road South**Area (ha)****34.69 ha**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Mixed commercial use.	
<i>Strategic Access</i>	The site fronts on to Yarm Road (B6280), which connects to the A66.	5
<i>Local Road Access</i>	The A66 provides access to Darlington and wider Tees Valley. Access to local bus services along Yarm road.	4
<i>Proximity to urban areas, and access to labour & services</i>	The site is situated within close proximity to Morton Park, with a range of retail and leisure uses. Darlington Town Centre is situated approximately 3.1 kilometres (2.0 miles) west of the site. Good transport links to residential areas to the west.	4
<i>Compatibility of adjoining uses</i>	Established commercial location.	5
<i>Site characteristics and development constraints</i>	Large buildings with single occupiers. Limited development opportunities at present.	5
<i>Market Attractiveness</i>	Established employment location which benefits from good road connections.	4
<i>Planning / Sustainability Factors</i>	<p>Policy E1 in the Local Plan identifies this site as part of the Eastren Growth Zone which permits permitting B1 uses, and B2 and B8 where they do not harm the amenity of the area or nearby residential areas. .</p> <p>Recent planning history in this site is focused on improvements or minor works to the Cummins Engineering Co. Premises</p> <p>18/00867/FUL Former Cummins Component Building Yarm Road DL1 4PW Minor alterations and refurbishment of existing buildings, including external replacement of entrance ramp and roof mounted plant</p> <p>16/00341/CU Dainton Business Park Yarm Road Change of Use of first floor of existing building from Offices (B1) to Storage (B8) and erection of 2.4m high security fencing and gates (amended description)</p>	5

	<p>14/01293/CU Amec House Yarm Road DL1 4DE Change use of Offices to 1734sq m of B8 on ground floor and 452sq m on lower ground floor.</p> <p>07/00649/FUL Cummins Engine Co Ltd Yarm RoadDL1 4PW Erection of first floor extension to form physical fitness centre (Gym)</p> <p>06/00702/LBC Land Adjacent To Cummins Engine Company Limited Yarm Road DL1 4PW Provision of a Driving Standards Agency Testing Station within the grounds of a Grade II* listed building including part removal of security fence (amended details received 24 July, amended plan and additional information received 28 July 2006 and amended plans received 11 August 2006)</p>	
Key Growth Sectors	Development in this site could support growth across the key growth sectors of subsea technology and advanced manufacturing..	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B1/B2 / B8	
Existing Vacancy Levels	No vacancies at time of inspection, however AMEC are currently in the process of moving from the site to new premises at Lingfield Point.	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970s+	
Condition of Existing Premises	Properties generally appear in a reasonable condition.	
Amount of Development Land Available	Potential for redevelopment of existing buildings and more intensive development along Yarm Road.	
Potential for Alternative Employment Use	Given frontage onto Yarm Road there may be an opportunity for roadside uses such as car showroom, drive through restaurant and hotel.	
Existing Occupiers	Existing occupiers include Cummins, EE, Cleveland Bridge Limited, Dainton Box Storage and the DfT Driving Standards Agency	

TOTAL SCORE:	32
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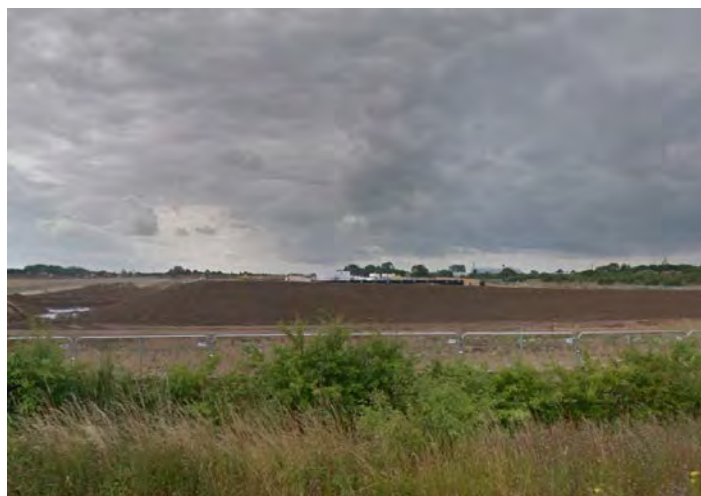
366 Meynell Road East**Area (ha)****10.28 ha**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Brownfield employment site with a mix of industrial workshops, car salvage yard and metal recycling plant.	
<i>Strategic Access</i>	Access to the major strategic routes serving Darlington is via local roads.	3
<i>Local Road Access</i>	<p>Access to the site is constrained by the railway lines which run along the eastern and southern boundaries of the site. The only entrance to the site is off Cleveland Street. Access along Cleveland Street from the east is restricted by a low railway bridge. The local road network in the vicinity of the site is somewhat congested.</p> <p>Access to local bus services within the vicinity. Darlington's North Road train station is also within close proximity, with local services operating daily.</p>	4
<i>Proximity to urban areas, and access to labour & services</i>	The site is situated in an urban area, within close proximity to Darlington Town Centre.	5
<i>Compatibility of adjoining uses</i>	The site is bound by a railway lines to the east and south. To the west, the site is bordered by retail units. The Cleveland Trading Estate is situated to the north of the site.	3
<i>Site characteristics and development constraints</i>	<p>Well established secondary industrial location with high occupancy levels. Caters for the local market.</p> <p>We consider access to be the main constraint to any future redevelopment of the site, with access along Cleveland Street being restricted by the low railway bridge. The site is also intersected by the River Skerne, which may pose a flood risk.</p>	3
<i>Market Attractiveness</i>	Access to this site will limit market demand and it faces strong competition from neighbouring estates	3
<i>Planning / Sustainability Factors</i>	<p>Recent HELAA 2018 did not find site suitable for residential development and a cross town road access did not further materialise on the Eastern end. Bonomi Way and junction with north Road A 167 has been though created with a small scale North Road Retail Park.</p> <p>Recent planning history includes:</p>	4

	<p>19/00108/FUL Land East Of Wards Industrial Estate Cleveland Street</p> <p>Change of use of land to a mixed use comprising Class B2 (General Industry) and Class B8 (Storage and Distribution), formation of 38 no. compounds enclosed by palisade fencing and construction of new estate road through site (Retrospective application)</p> <p>14/00503/FUL Darlington North Retail Park Albert Road</p> <p>11 February 2015 for erection of retail units (Use Class A1) and drive-thru restaurant (Use Class A3/A5) with associated access, car parking and landscaping</p> <p>Former Gardeners Barn 11/00717/CU Change of use from A1 to D1 (therapeutic centre for adults with learning difficulties)- Granted 13.12.2011;</p> <p>North Road/Whessoe Road Junction 11/00180/DC- Construction of new road, alterations to junction with re-alignment of existing carriageway and erection of boundary wall- Granted 28.09.2011;</p> <p>John Street Cycleway Link 10/00514/DC- Construction of footpath/cycleway and associated street lighting, signing, tactile paving, steel fencing and access gates- Granted 03.12.2010;</p> <p>South of Vulcan Street 07/00199/FUL- Erection of single storey industrial building- Granted 04.07.2007;</p>	
Key Growth Sector	We see this site as having potential for further intensification of existing B1 B2 and B8 uses supplemented by other ancillary uses as required however do view them as key to delivering development within any of Darlington's key growth sectors.	
Other Comments (i.e. ownership factors, barriers to development where available)	Given the long established industrial use of the site contamination is likely to be an issue for any future alternative use. Noise from the railway line is also likely to be an issue. In the short to medium term we expect this site to continue in employment use.	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B1/B2 / B8 / North Road Retail Park	
Existing Vacancy Levels	Currently very low levels of vacancies. Vacant units being marketed by Carver Commercial and Bissett Kenning & Newiss.	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970s + Retail Park 2018	
Condition of Existing Premises	Generally the properties appear in reasonable condition. While there are some dilapidated units there are also a number of more modern workshop buildings.	
Amount of Development Land Available	Expansion of land to the western edge of the site took place. Still potential for redevelopment of some of the older units.	
Existing Occupiers	Ward Brother Steel Limited, HSS Hire, Green Street Motors, Local occupiers, Aldi, Bernardos, Iceland, KFC, Pets at Home	

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TOTAL SCORE:	25
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367 Link 66 / Symmetry Park**Area (ha)****36.3 ha**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Before 2018 the site has been in agricultural use Since May 2018 in construction for Symmetry Park Phase 1 including a logistic centre.	
<i>Strategic Access</i>	The site is well positioned at the junction of the A66 and the Darlington Eastern Transport Corridor (B6279).	5
<i>Local Road Access</i>	An access point has been created to the site from the Darlington Eastern Transport Corridor B6279. There are currently no public transport links within close proximity to the site.	4
<i>Proximity to urban areas, and access to labour & services</i>	The site is within close proximity to Darlington Town Centre and so has ready access to the local labour market and services.	4
<i>Compatibility of adjoining uses</i>	The site is bordered to the south on two sides by employment uses (Yarm Road Industrial Estate and Morton Park).	5
<i>Site characteristics and development constraints</i>	Prominent greenfield development site which has been in agricultural use with no further constraints on site.	5
<i>Market Attractiveness</i>	The site would be viewed positively by the market as an employment location given surrounding uses and connectivity.	4
<i>Planning / Sustainability Factors</i>	Policy E1 for existing employment sites is identified for the Local Plan. The site with construction in progress for a medium sized Logistics centre permitting has further scope for B1, B2 and B8 uses where they do not harm the amenity of the area or nearby residential areas. Recent Planning History include: 18/00176/RM1 Dean & Chapter Land Adjoining Morton Park Way Reserved matters relating to Layout, Scale, Appearance and Landscaping attached to outline planning permission 07/00041/OUT	5

	<p>dated 25 March 2011 (development of B1/B2/B8 employment uses, ancillary commercial development, including Hotel, Pub/Restaurant and provision of access) for the erection of one B8 storage centre and distribution warehouse 137500 sqm on total of 22.93ha (including ancillary office and related accommodation) together with gate house, kiosks, shelters, substations and gas governors, a new estate road with car and lorry parking, yards, and bus drop off area (including bus shelters), fencing, landscaping and other associated works (additional landscaping plans received 5 April 2018 and amended and additional plans received 6 April 2018)</p> <p>07/00041/OUT Dean & Chapter Land Adjoining Morton Park Outline application for development of B1/B2/B8 employment uses, ancillary commercial development, including Hotel, Pub/Restaurant and provision of access (amended plans received 21 February 2007 and 5 June 2007) Granted after SEC 106 agreement Fri 25 March 2011</p>	
<i>Key Growth Sectors</i>	<p>There is further potential for the site to be a major contributor to supply of employment land within Darlington and any development would likely provide a mix of B1, B2 and B8 and ancillary uses including within the key growth sectors retail and logistics.</p>	
<i>Existing Occupiers</i>	<p>Amazon from Sept 2019</p>	

TOTAL SCORE:	32
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368 Central Park South**Area (ha)****9.8 ha**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	A large newly allocated former brownfield site which has been developed based on a Masterplan from 2014 which includes Office and research buildings such as the NEBIC run Business Central and the Centre for Process Innovation's Manufacturing Centre for Biologics and the Teesside University led Horizons Centre. The site is designated as the only Enterprise Zone in Darlington and functions in its new designation as an strategic investment site for	
<i>Strategic Access</i>	The site is through John Williams Boulevard South which accesses via Yarm Road and Parkgate which connects to the A167 to the west and A66 to the east.	3
<i>Local Road Access</i>	The site is accessed John Williams Boulevard South to Yarm Road Access to local bus services in the vicinity and site is situated within close proximity to Darlington Railway Station.	5
<i>Proximity to urban areas, and access to labour & services</i>	Urban location surrounded by a mix of education, transport and residential uses. Darlington Town Centre is situated to the west of the site; however the East Coast Mainline which runs along the western boundary does create a barrier.	5
<i>Compatibility of adjoining uses</i>	The site is largely surrounded by residential uses (north Keepmoat Development / East Council Houses) and education uses Darlington College and Teesside University centre for Professional Excellence. The East Coast Mainline runs along the western boundary of the site.	4
<i>Site characteristics and development constraints</i>	The site comprises predominately of reclaimed brownfield land owned in an joint venture by the Council and the Government. Large areas of	5

	<p>scrub, rough grass and wooded areas to the centre of the site remain and commercial buildings have been created from 2015 to the south of the site. The site has a number of constraints affecting future development. These include topography, potential contamination, archeology and ecology.</p>	
<i>Market Attractiveness</i>	<p>The site is situated within a prominent location within close proximity to Darlington Town Centre and Darlington train station. The site has become an educational hub in recent years, with Darlington College and Teesside University both developing new facilities in vicinity of the site. The Site attracted in the first years of redevelopment from 2013 key gateway building of high architectural quality which have been funded by Government the EU and the Local Enterprise Partnership to recognise the importance of the site for Darlington as the only Enterprise Zone.</p> <p>There is considerable market interest in developing the remaining 10 plots of the Masterplan for Central Park South which would function as a Science and office Park for Darlington and is seen as the Central growth Zone. Public funding remains critical to retain design and functional guidance of the Masterplan.</p>	5
<i>Planning / Sustainability Factors</i>	<p>The Central park is newly allocated for B1 and B2 uses in the Local Plan which generate innovative and sustainable economic growth.</p> <p>Planning History:</p> <p>A revised masterplan was produced in April 2012, with the principle change being the quantum of development. The initial 2005 scheme which comprised:</p> <ul style="list-style-type: none"> - Around 500 residential dwellings <ul style="list-style-type: none"> - Retail accommodation - Office accommodation - Hotel - Health club - Multi-story car park <p>An initial planning application 12/00391/FUL has been granted in September 2012 a Hybrid Application was granted for residential development of up to 180 units and use class A1(Retail), A3 (Hot Food) and A4(Drinking Establishments) up to 1,700 sq m throughout the development, inclusive of a local centre, food retail and up to 3 no. other retail (A1) plus class A3 and A4, together with Office development (B1) hotel (C1) multi storey car park and pedestrian / cycle bridge across Yarm Road (outline) ; and erection of 327 no. residential units with associated landscaping, access and parking (in detail).</p> <p>The commercial element of Central Park has been designated in 2014 as a business rate relief Enterprise Zone, aimed at supporting and facilitating the digital sector. The Central Park Enterprise Zone financial incentives are specifically targeting businesses that operate within the digital sector and therefore it will only be businesses within the digital sector which will benefit from the business rate relief package. The Central Park Enterprise Zone will also benefit from simplified planning rules and high speed broadband connections.</p> <p>Based on the Success of the Enterprise Zone the Masterplan has been revised for Central Park South in 2015 and is now marketed only as a commercial site and has had the residential element from the original Masterplan shifted off site.</p>	4

	<p>17/00621/FUL dated 10 October 2017 (Erection of a three storey building to provide specialist training and education facility for the UK Bioscience Industry)</p> <p>18/00119/FUL Central Park Development Site</p> <p>18/00686/DC Network Rail Access Road Off John Williams Boulevard South DARLINGTON</p> <p>12/00391/RM4 Central Park Development Site Approval of details of access, appearance, landscaping, layout and scale of spine road pursuant to outline planning permission</p> <p>12/00391/RM3 Central Park Development Site Approval of details of access, appearance, landscaping, layout and scale for National Biologics Manufacturing Centre (Use Class B1) pursuant to outline planning permission 12/00391/FUL</p> <p>12/00391/RM1 Central park Development Site Business Growth Hub 3300sqm on 0,64ha of 60 individual offices and meeting rooms with associated parking area</p>	
Key Growth Sectors	This development will represent one of the more significant growth areas for the town over the plan period and will be important for bringing forward future economic growth with employment development focused on B1 and B2 uses and that could support growth in telehealth/telecare and the higher value office support functions of the subsea technology and advanced manufacturing industries.	
Other Comments (i.e. ownership factors, barriers to development where available)	<p>Given the prominent nature of the site and its close proximity of Darlington Railway Station and Darlington Town Centre this site represents an important opportunity for Darlington Borough Council. The East Coast Mainline does however represent a barrier, with connectivity to the town centre being affected.</p> <p>There is potential to develop this site in tandem with educational hubs, to serve as a key office location and Science based park in relation to the vicinity to the Station and its upgrade plan for 2025.</p>	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2)	B1 / B2 and education	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Buildings post 2014	
Condition of Existing Premises	All new buildings are in excellent state and condition as just been only recently been constructed to BREEAM Excellent Status.	
Amount of Development Land Available	10 Plots of a total of 18 plots are available 4.2ha of 9.8ha	
Potential for Alternative Employment Use	Site is expected to be developed as a Science Park based on B1 / B2 uses with tertiary education links on site	
Existing Occupiers	Business Central owned by DBC, Advanced Biologics manufacturing centre by CPI and Horizon Centre by Teesside University.	

TOTAL SCORE:	31
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Existing Employment Site

378 Longfield Road**Area (ha)****2.41 ha**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	The site comprises a mix of B2 and B8 uses.	
<i>Strategic Access</i>	The site is accessed from Whessoe Road and so provides poor access to the A1. Access to the A66 is also poor.	2
<i>Local Road Access</i>	Whessoe Road links to North Road and A167 and the town centre giving reasonable local road access.	3
<i>Proximity to urban areas, and access to labour & services</i>	The site is located within the urban area of Darlington with local amenities within the immediate vicinity.	4
<i>Compatibility of adjoining uses</i>	The site sits adjacent to primarily residential use that would be incompatible with further, large scale employment development.	2
<i>Site characteristics and development constraints</i>	The site has been developed in a piecemeal fashion with little opportunity for new development.	3
<i>Market Attractiveness</i>	The site is allocated as an existing employment site within the Darlington Local Plan.	2
<i>Planning / Sustainability Factors</i>	<p>The site is allocated as an existing employment site within the Darlington Local Plan.</p> <p>Planning history includes:</p> <p>204 Longfield Road Whessoe Road Extension - 08/00827/CU - Change of use to garage and MOT testing station - Granted 17/11/2008</p>	4
<i>Key Growth Sector</i>	The sites location and the nature of the existing accommodation is such that while it provides meets the requirements of current occupiers we do not see this land as key to delivering development within any of Darlington's key growth sectors.	
<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>	The site is an established employment area held in fragmented ownership	

FOR EXISTING SITES ONLY	
Type of Existing Use (B1/B2/B8 other)	B2 and B8
Existing Vacancy Levels	Moderate
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970 onwards
Condition of Existing Premises	The existing premises appear in reasonable condition.
Amount of Development Land Available	None

TOTAL SCORE:	20
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378 Whessoe Road**Area (ha)**
4.88ha

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	The site comprises a mix of B2 and B8 uses and derelict industrial land including old CORUS British Steel Rolling Mills (buildings still on site)	
<i>Strategic Access</i>	The site is accessed from Whessoe Road and so provides poor access to the A1. Access to the A66 is also poor.	2
<i>Local Road Access</i>	Whessoe Road links to North Road and A167 and the town centre giving reasonable local road access.	3
<i>Proximity to urban areas, and access to labour & services</i>	The site is located within the urban area of Darlington with local amenities within the immediate vicinity.	4
<i>Compatibility of adjoining uses</i>	The site sits adjacent to primarily residential use that would be incompatible with further, large scale employment development.	2
<i>Site characteristics and development constraints</i>	The site has been developed in a piecemeal fashion with little opportunity for new development.	3
<i>Market Attractiveness</i>	The site is allocated as an existing employment site but with a poor standard and loads of derelict land within the Darlington Local Plan.	2
<i>Planning / Sustainability Factors</i>	<p>The site is allocated as an existing employment site within the Darlington Local Plan.</p> <p>Planning history includes:</p> <p>16/00017/FUL The King's Centre Prospect Place Rise Carr DARLINGTON DL3 0QT</p> <p>Extension to existing warehouse to create loading and unloading facility</p>	3

	<p>The below 2 residential application expired and developer not pursuing residential development any more and the site has been again included into employment use by the Local Plan.</p> <p>13/00244/FUL Site of Former Corus Works (East Site) Whessoe Road DARLINGTON</p> <p>Extension of time limit for implementation of planning permission 09/00731/OUT dated 2 June 2010 for outline application for residential development</p> <p>09/00173/OUT Land At Former Corus Site Whessoe Road DARLINGTON Proposed residential development (outline application)</p> <p>02/00010/FUL Land To The Rear Of Mechtool Whessoe Road Darlington</p> <p>Erection of single storey industrial building</p>	
<i>Key Growth Sector</i>	<p>The sites location and the nature of the existing accommodation is such that while it provides meets the requirements of current occupiers we do not see this land as key to delivering development within any of Darlington's key growth sectors.</p> <p>Site functions as an infill site for business with interest in B8 an B2</p>	
<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>	<p>The site is an established employment area held in fragmented ownership with mostly derelict site and split in the middle by Elm Street leading to Honey Pot Lane. West of the site is the bounded by the in use Bishopline Railway.</p> <p>Major regeneration input for most of the site and decontamination of site needed especially the former CORUS / British Stell site.</p>	
FOR EXISTING SITES ONLY		
<i>Type of Existing Use (B1/B2/B8 other)</i>	B2 and B8	
<i>Existing Vacancy Levels</i>	Moderate	
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	Pre War	
<i>Condition of Existing Premises</i>	The existing premises appear are in reasonable condition most of the site is though unused and mainly derelict.	
<i>Amount of Development Land Available</i>	None	

TOTAL SCORE:	19
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379 Banks Road**Area (ha)****9.70 ha**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	The site is currently in use for a mix of industrial , car dealerships and trade counter uses.	
<i>Strategic Access</i>	The site is situated within close proximity to the Darlington Eastern Transport Corridor, providing access to the A66 to the east and A68 to the west.	3
<i>Local Road Access</i>	The site is accessed via McMullen Road, which connects to the Darlington Eastern Transport Corridor (B6279) and Yarm Road (B 6280) Access to local bus services within vicinity of the site.	4
<i>Proximity to urban areas, and access to labour & services</i>	Urban location surrounded by a mix of commercial and residential uses. The site is situated around 2.4 kilometres (1.5 miles) east of Darlington Town Centre.	4
<i>Compatibility of adjoining uses</i>	The site is situated adjacent to Lingfield Point, which provides a mix of employment uses. To the north of the site there is further employment uses and a number of car showrooms. Hundens Park is situated to the west of the site and to the south there is residential use.	5
<i>Site characteristics and development constraints</i>	Well established secondary industrial location with high occupancy levels. Caters for local market.	4
<i>Market Attractiveness</i>	The site is an established employment location that is well connected to the rest of the town.	4
<i>Planning / Sustainability Factors</i>	The site is retained for B1, B2 and Sui Generis uses in the Local Plan. Recent planning history includes: 18/00049/CU Unit 2 Hamlet House Banks Road DL1 1XY	4

	<p>Change of use from bathroom and tile showroom (A1) to childrens indoor play area (D2) with ancillary waffle cafe and car parking</p> <p>16/00680/TC British Telecom Banks Road DL1 1YA the installation of a 15m high slimline monopole mast; 1 No omni antennae and 1 No GPS unit on the mast; 1 No ground based meter cabinet adjacent to mast; 1 No meter cabinet adjacent to existing fencing; and ancillary works including palisade fenced compound</p> <p>RMB Toyota McMullen Road 11/00330/FUL - Erection of valet building to rear and vehicle display area to front - Granted 29/06/2011; Units 6 & 7 Banks House Banks Road 11/00832/CU - Change of use from Use Class B2 (General Industrial) to D2 (Assembly and Leisure) (Retrospective) - Granted 13/02/12;</p> <p>09/00801/FUL Wards Court dated 8 February 2010 for change of use to general industry (B2) and storage and distribution (B8) and erection of detached building to form 3 No. employment units</p> <p>Tees Valley Mitsubishi 07/01199/FUL - Erection of car showroom (as amended by plans received 8 January 2008) - Granted 10/01/2007;</p> <p>L A Banks Harrison Properties 04/00641/CU - Use of land as bus depot - Granted 21/07/2004; Sims Cars Limited McMullen Road 08/00162/CU - Change of use to (hairdressing) training centre - Granted 28/04/2008;</p> <p>Building unit and compound on south side, Banks Road - 04/00648/FUL Extension to existing industrial unit - Granted 22/10/2004 completed 28/04/2009;</p>	
Key Growth Sectors	While the site provides a useful part of the overall employment land portfolio and meets the needs of existing occupiers, we would not see this land as key to delivering development within any of Darlington's key growth sectors.	
Other Comments (i.e. ownership factors, barriers to development where available)	In the short to medium term it is considered likely that the site will remain in industrial use. There may be opportunities for the redevelopment/ refurbishment of a number of existing units to create more modern accommodation.	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B1, B2 & Car Sales	
Existing Vacancy Levels	Sanderson Weatherall, Carver Commercial and Browns Commercial marketing vacant units. Generally vacancies in older units, with newer units having high occupancy rates.	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1960s+	
Condition of Existing Premises	Properties range in condition according to age.	
Amount of Development Land Available	Potential for some redevelopment and infill development but no large area available for development.	
Existing Occupiers	Wheel Tech, Booker Wholesale, Tyre Spot , Petco , Thrifty Car Rental Tyre Spot, Box Fit Ltd Gyms, Darlington Car & Commercial Recovery, Bristol Street Motors Dealerships, Sims Suzuki Kwik Fit, Local occupiers	

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TOTAL SCORE:	28
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380 Albert Hill Industrial Estate**Area (ha)****16.02 ha**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Brownfield employment site made up of three industrial estates: St Nicholas Industrial Estate, Alliance Industrial Estate, River View Industrial Estate. Mix of trade and general industrial uses.	
<i>Strategic Access</i>	Access to the major strategic routes serving Darlington is via local roads. Darlington Eastern Transport Corridor (B6279) is situated to the south of the site and is accessed via Barton Street, which connects to Dodsworth Street.	2
<i>Local Road Access</i>	Access to the estate is via Dodsworth Street. Access from Cleveland Road in the west is restricted by a low railway bridge. Access to local bus services within the vicinity.	4
<i>Proximity to urban areas, and access to labour & services</i>	The site is situated in an urban area, within close proximity to Darlington Town Centre and east to the Town Centre Fringe.	5
<i>Compatibility of adjoining uses</i>	The site is situated in an area characterised by a mix of commercial and residential uses. To the north and east the site is bordered by the River Skerne and wooded areas, beyond which are residential uses. To the south of the site there are further residential uses and to the west the site is bound by the railway line.	1
<i>Site characteristics and development constraints</i>	Well established secondary industrial location with high occupancy levels. Caters for the local market.	2
<i>Market Attractiveness</i>	The site would be considered a secondary location to age and outline design.	2
<i>Planning / Sustainability Factors</i>	The site is allocated for B1, B2 and B8 uses in the draft Local Plan. Borough of Darlington Local Plan identifies this site as an existing to be safeguarded employment site where B1 uses, together with B2 and B8 where they do not harm the amenity of the area or nearby residential areas, will be permitted.	4

	<p>Recent planning history includes:</p> <p>Henry Williams Limited 08/00577/FUL - Erection of steel portal framed building for storage / light assembly - Granted 15/09/2008, Completed 23/09/2009;</p> <p>Unit 46b 07/00016/FUL - Demolition of existing building and compound and erection of 3no. Industrial starter units - Granted 05/03/2007, Completed 19/08/2009;</p> <p>Units 17-21 Riverview Industrial Estate 06/00936/FUL - Erection of industrial storage unit - Granted 28/11/2006, Completed 19/08/2009;</p> <p>Unit 8 Riverview Industrial Estate 11/00032/FUL Change of use to garage / MOT station (B2); Granted 04/03/2011.</p>	
Key Growth Sector	The sites location and the nature of the existing accommodation is such that while it provides meets the requirements of current occupiers we do not see this land as key to delivering development within any of Darlington's key growth sectors.	
Other Comments (i.e. ownership factors, barriers to development where available)	We consider that this site will remain in employment use for the foreseeable future.	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B1/B2 / B8	
Existing Vacancy Levels	Low level of vacancies. Vacant individual units marketed by Carver Commercial.	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970s+	
Condition of Existing Premises	Mixed to average quality.	
Amount of Development Land Available	Potential redevelopment and some infill development but no large development plot available.	
Existing Occupiers	S.M.L Motor Vehicles Services, Henry Williams, Evergreen Pallet Solution, Braddan Structures. local occupiers.	

TOTAL SCORE:	20
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Potential EMPLOYMENT SITE**390 West Park Garden Village – North****Area (ha)****5.54ha**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Agricultural	
<i>Strategic Access</i>	The site lies adjacent to both the A1 and A66 and while no direct access is immediately available the proximity to these major highways suggests good strategic road access.	4
<i>Local Road Access</i>	The A66 provides access into Darlington and towards the town centre	3
<i>Proximity to urban areas, and access to labour & services</i>	The site is located on the edge of Darlington's urban area in close proximity to the ongoing West Park development and North of committed West Pak Garden Village development.	2
<i>Compatibility of adjoining uses</i>	The area immediately surrounding the site is currently undeveloped however there are now proposal for an 1200 dwelling expansion of the residential scheme called West Park Garden Village 15/00450/OUT . How this development is combined with any employment scheme will have to be carefully considered as part of the planning and design phase.	3
<i>Site characteristics and development constraints</i>	The site is broadly level agricultural fields. We notice from our inspect a significant amount of standing water in the vicinity.	4
<i>Market Attractiveness</i>	The West Park development has provided popular and the proximity to this, Faverdale and the A1 suggests employment uses could be attractive to the market in this location.	4
<i>Planning / Sustainability Factors</i>	The land is unallocated with the Darlington Local plan and our research has found no significant planning history. This part has been omitted from the outline planning application on in 2015 for West park garden Village and is unlikely to feature in an ELR approach due to larger competitor site North of it Greater Faverdale. Also built out for residential pushes this sit out of delivery scope for local plan 2016-36. The land owner has been in discussions with the local authority and private developer over potential development options.	3
<i>Key Growth Sectors</i>	We believe any development in this location would most likely be in the form of office use or B8 use to ensure compatibility with the adjoining residential development. It is unlikely however that this would be a significant contributor against the key growth sectors due to also difficult topography and surface water flooding issue.	

TOTAL SCORE:**27**

404 Teesside Airport North**Area (ha)****58.19 ha**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	The site currently comprises a mix of employment uses and open space.	
<i>Strategic Access</i>	<p>The site is accessed directly off the A67, which provides access to the A66 and A19.</p> <p>Teesside Airport is included within the site (except airport runway operations area including runway and boarding areas) and provides a number of daily services to Aberdeen and Amsterdam and seasonal flights to a range of destinations.</p> <p>There is a railway within the vicinity of the site, although we are unaware of the level of service provided.</p>	3
<i>Local Road Access</i>	<p>The A67 provides access to both Darlington and Stockton on Tees.</p> <p>There is a dedicated bus stop on site and a train stop on eastern side of the site.</p>	4
<i>Proximity to urban areas, and access to labour & services</i>	The location is within easy commuting distance of Darlington and the wider Tees Valley and so within good access of labour and services.	1
<i>Compatibility of adjoining uses</i>	The surrounding area is largely characterised by agricultural uses, with a small amount of residential development within the vicinity. It also adjacent to the operational area of Teesside Airport with its runway and boarding areas.	4
<i>Site characteristics and development constraints</i>	The site comprises a low density employment location. There is likely to be some restrictions on use due to proximity of the airport operation.	3
<i>Market Attractiveness</i>	The access to the site and proximity to the airport would be viewed favourably by the market. Moving forward the marketability of the site will be closely linked to the future of Durham Tees Valley Airport.	3
<i>Planning / Sustainability Factors</i>	The Local Plan identifies the Teesside Airport North Side as a safeguarded employment site under policy E1. Uses include B1 and B2 and Airport related uses for the site.	4

	<p>Recent planning history includes:</p> <p>19/00184/FUL Easy Park Northern Limited Durham Tees Valley Airport Continued temporary use of north western section of the existing long stay car park for caravan, motor home and car storage.</p> <p>18/01172/NMA Priory Hospital DL2 1TS Non Material Amendment of planning permission 05/00212/FUL dated 13 May 2005 (Demolition of existing buildings and redevelopment of site to provide psychiatric buildings with community facilities and associated parking) to permit changes to the external layout and hard and soft landscaping</p> <p>17/00774/FUL Land Adjoining Technology House Durham Tees Valley Airport Variation of condition 2 (Approved Plans)) attached to planning permission 17/00049/FUL dated 14 June 2017 for the erection of 5 light industrial/storage units and offices including demolition of existing sub-station and re-routing of cables to main existing sub-station (Additional Phase 1 Desktop Study received 3rd May 2017) - to permit an increase in size of unit 5.</p> <p>16/01047/FUL The Powerhouse Durham Tees Valley Airport DL2 1HW Proposed inert waste recycling facility, associated buildings and car parking enclosed by 2.4m high palisade fencing (additional information, Odour Management Plan and Noise Management Plan received 15 December 2016)</p> <p>16/00578/OUT Land To The East Of Oak Tree Farm Durham Tees Valley Airport Yarm Road Oak Tree Outline application for residential development for up to 350 dwellings and local services centre (Class A1 to A5, D2, D1, C2 and Sui Generis (Vehicle Showroom)), together with associated access, car parking, open space and landscaping with all matters reserved (Amended Noise Assessment and Flood Risk Assessment received 6 September 2016 and 27 September 2016) (NOW WITHDRAWN DUE TO OWNERSHIP CHANGE OF AIRPORT)</p> <p>15/00677/FUL Durham Tees Valley Airport DL2 1LU Construction of 1.8km link road between Northside and Southside, erection of 2.8m high security fencing and associated infrastructure, and improvements and alterations to the existing highway (additional ecological information received 18 September 2015)</p> <p>12/00452/CU Hanger 1 Durham Tees Valley Airport - Change of use of airport hanger from airport use to airport use including aircraft dismantling and recycling, maintenance of aircraft, storage of aircraft and storage of aircraft parts, together with associated office accommodation- Granted 22.08.2012;</p> <p>07/00230/FUL Heinzmann Uk Ltd (Block 14) DTVA - Erection of single storey workshop extension to existing unit- Granted 11.05.2007;</p> <p>08/00703/FUL Proposed Business Park DTVA - B1 office development comprising 11 No. units, car parking, access and associated landscaping- Granted after S106 02.12.2008; (NOT BEING PROGRESSED)</p>	
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<i>Key Growth Sectors</i>	We believe that development in this location is likely to be focused on the growth of the airport and provide opportunity to support growth in amongst other uses air freight/logistics.
<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>	Development of the site will be dependent on the future of Durham Tees Valley Airport. Distance to A1 (M) and A19 may restrict future development of the site if Durham Tees Valley fails to expand over the coming years. There may be potential to improve rail link in the area, connecting with the Tees Valley area.
FOR EXISTING SITES ONLY	
<i>Type of Existing Use (B1/B2/B8 other)</i>	B1,B2, B8 and C1
<i>Existing Vacancy Levels</i>	Low level of vacancies. GVA Grimley and Strutt & Parker are both marketing available land/units.
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	1970 - 1990
<i>Condition of Existing Premises</i>	The properties generally appear dated and would benefit from refurbishment in places.
<i>Amount of Development Land Available</i>	Small amount of land available for development in the North Eastern corner of the plot (6.73ha) Also potential for redevelopment of some older premises.
<i>Existing Occupiers</i>	Cleveland Motor Homes, Teesside Airport, Paragon Rapid Technologies, International Fire Training Centre, Durham Tees Hotel, Car rental firms, TNT Teesside Depot, Priory Hospital

TOTAL SCORE:	22
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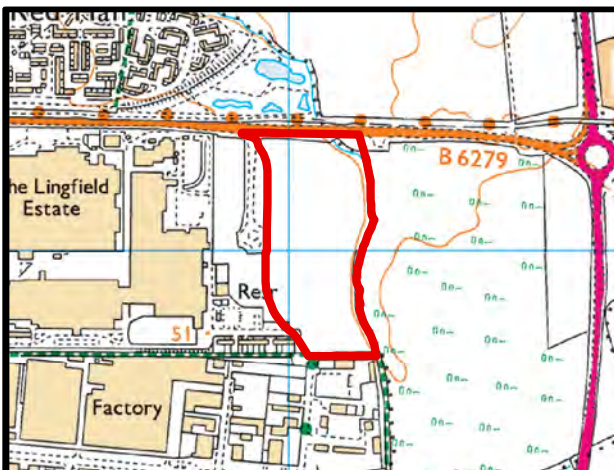
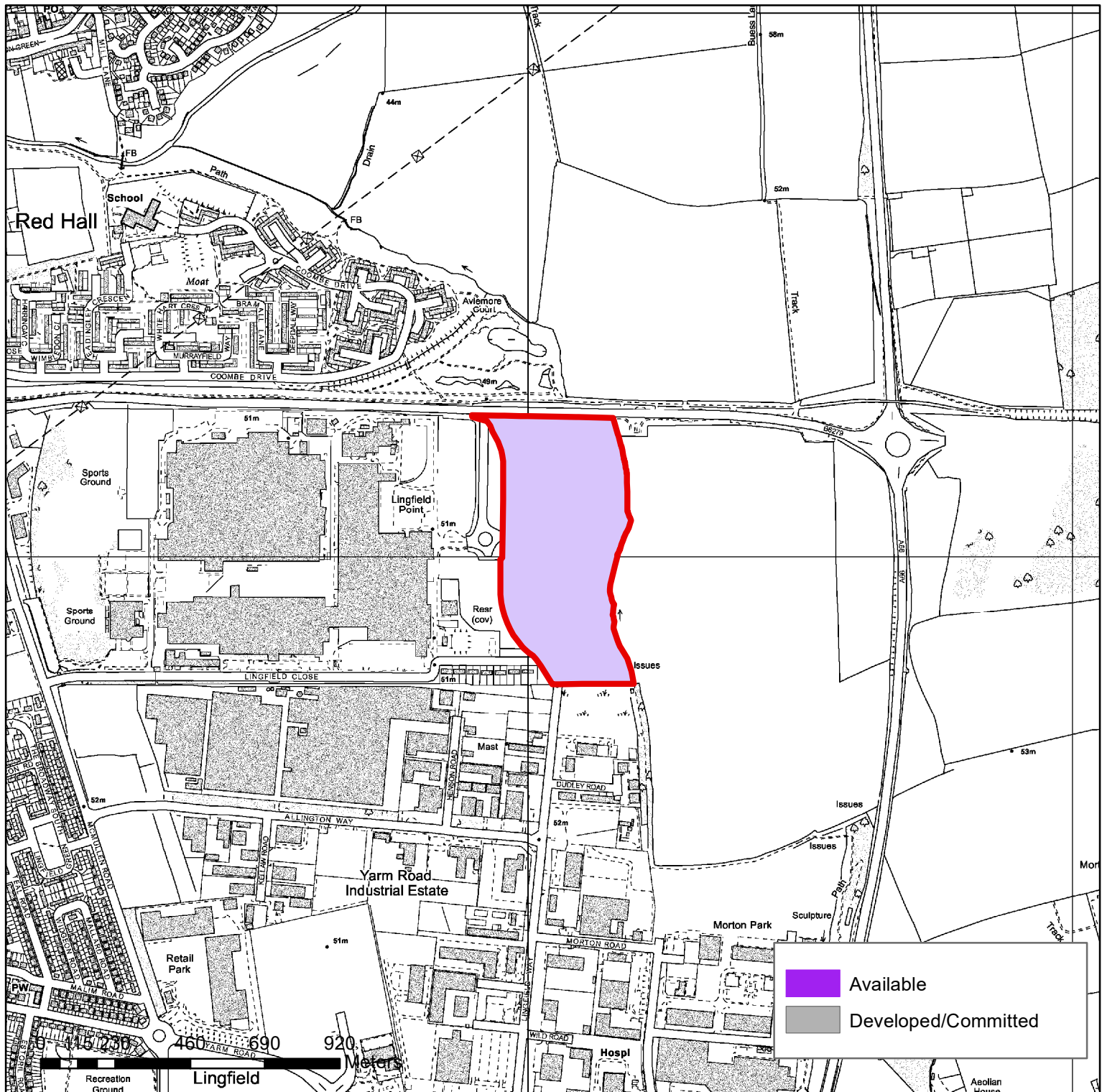
409 Drinkfield Industrial Estate**Area (ha)****13.51 ha**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	The site comprises a mix of B2 and B8 uses.	
<i>Strategic Access</i>	The site is accessed from Whessoe Road which provides indirect access to the A1. Access to the A66.	2
<i>Local Road Access</i>	Whessoe Road links into North Road and the town centre giving reasonable local road access.	3
<i>Proximity to urban areas, and access to labour & services</i>	The site is located on the northern edge of Darlington with only limited local services in the immediate vicinity.	4
<i>Compatibility of adjoining uses</i>	The site sits adjacent to residential and agricultural uses that would be incompatible with further, large scale employment development.	2
<i>Site characteristics and development constraints</i>	The site has been developed in a piecemeal fashion with small parcels of land available for development.	2
<i>Market Attractiveness</i>	The site would be considered inferior to a number of other locations within Darlington's employment land portfolio given its location, age of property and road access.	2
<i>Planning / Sustainability Factors</i>	<p>The site is allocated as an existing employment site within the Darlington Local Plan.</p> <p>Planning history for the site includes:</p> <p>15/01050/OUT Field At OSGR E428827 N517935 Burtree Lane Outline planning permission for residential development for up to 380 residential dwellings, with access arrangements, open space and landscaping with all matters reserved except for access (Amended Description) (Additional information received 8th September 2016) (Amended plans and information received 27th, 30 June 2017, 3 November 2017 and 31 January 2018) reduced size of Drinkfield Ind Estate by 3ha.</p> <p>10/00182/FUL 630 Whessoe Road DARLINGTON DL3 0XE</p>	4

	<p>Full planning permission for waste transfer, waste recycling and processing operations, importation and exportation of waste, excavation and landfill tipping to engineered level, erection of associated buildings (Phase 1). Outline Planning Permission for (B2) general industrial use and waste transfer, recycling and processing operations and erection of associated buildings (Phase 2)</p> <p>Aldam Street Motors, Whessoe Road 09/00097/FUL - Erection of single storey side extension to provide office accommodation - Granted 16/04/2009 Completed 06/10/2010;</p>	
<i>Key Growth Sectors</i>	The sites location and the nature of the existing accommodation is such that while it provides meets the requirements of current occupiers we do not see this land as key to delivering development within any of Darlington's key growth sectors.	
<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>	The site is an established employment area held in fragmented ownership.	
FOR EXISTING SITES ONLY		
<i>Type of Existing Use (B1/B2/B8 other)</i>	B2 and B8	
<i>Existing Vacancy Levels</i>	Minimal	
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	1970s onwards	
<i>Condition of Existing Premises</i>	Existing accommodation is in varying stages of repair and some presents poorly.	
<i>Amount of Development Land Available</i>	Approximately 0 ha of land is currently available.	
<i>Existing Occupiers</i>	Stonegrave Aggregates	

TOTAL SCORE:	19
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APPENDIX III All ELR Sites and availability in detail 2019



Ward- Heighington and Coniscliffe Ward and Brinkburn and Faverdale Ward

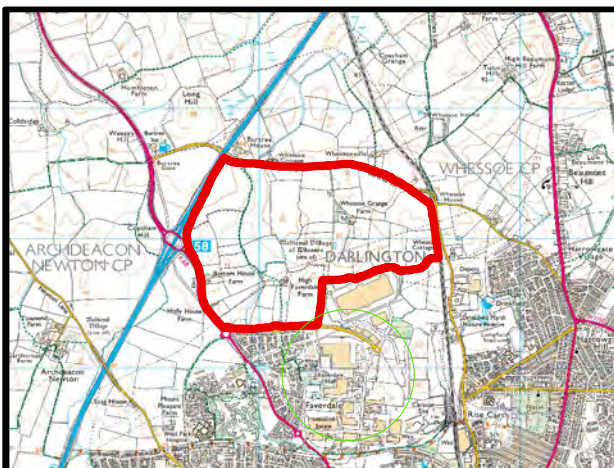
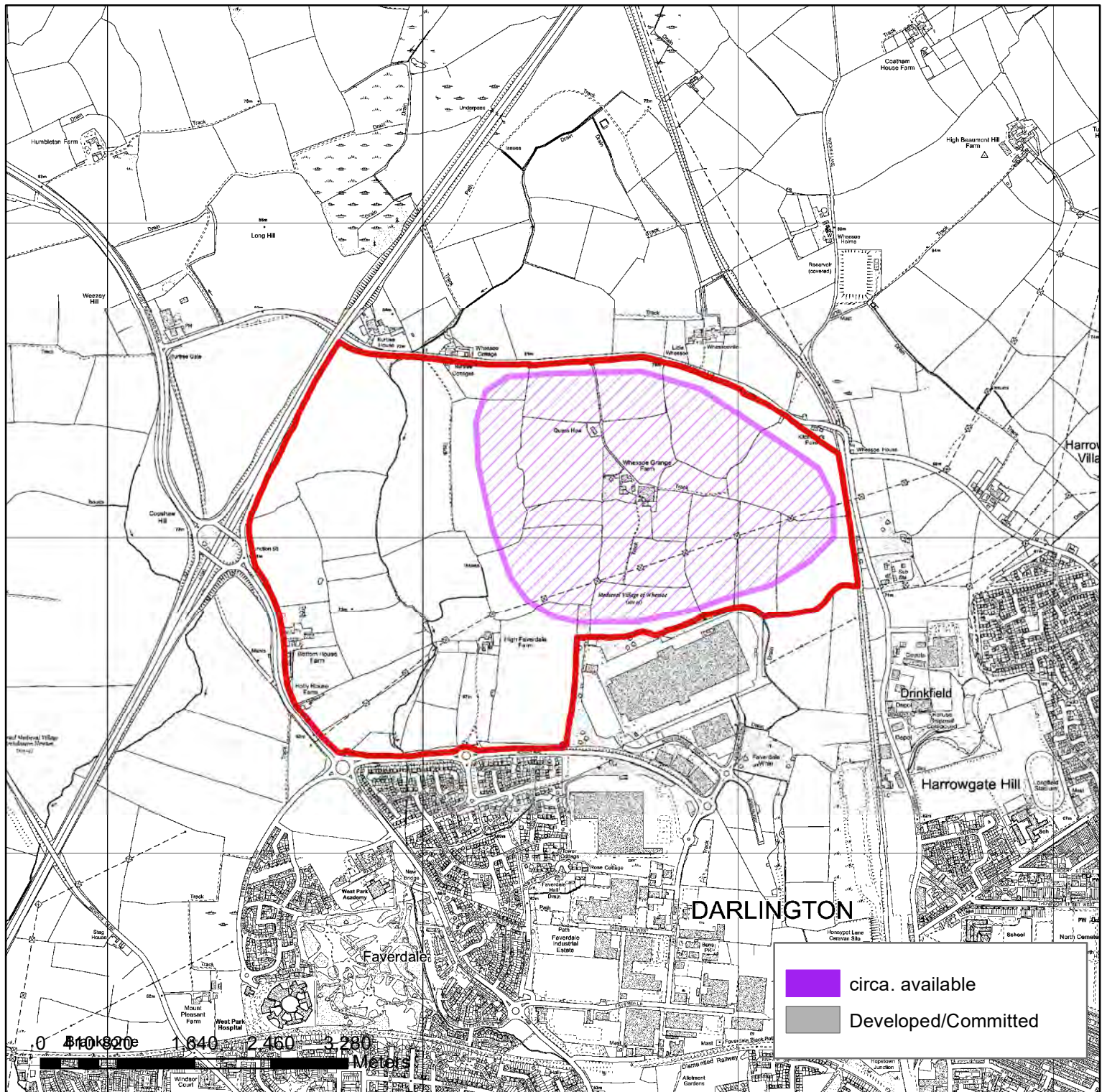
Gross Area (ha) - 10.30
Developable (ha) - 10.30



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Ward- Heighington and Coniscliffe Ward and
Brinkburn and Faverdale Ward

Gross Area (ha) - 177.8

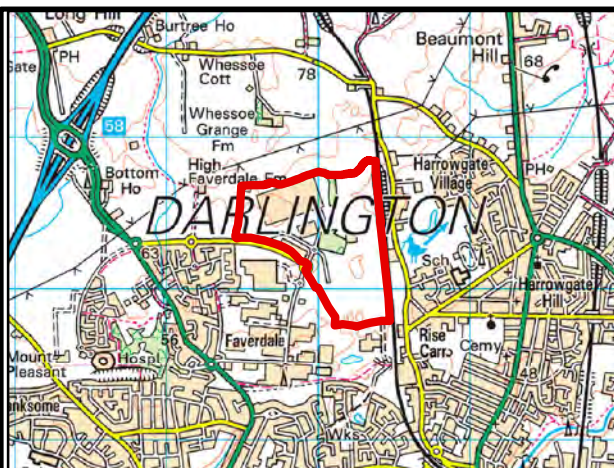
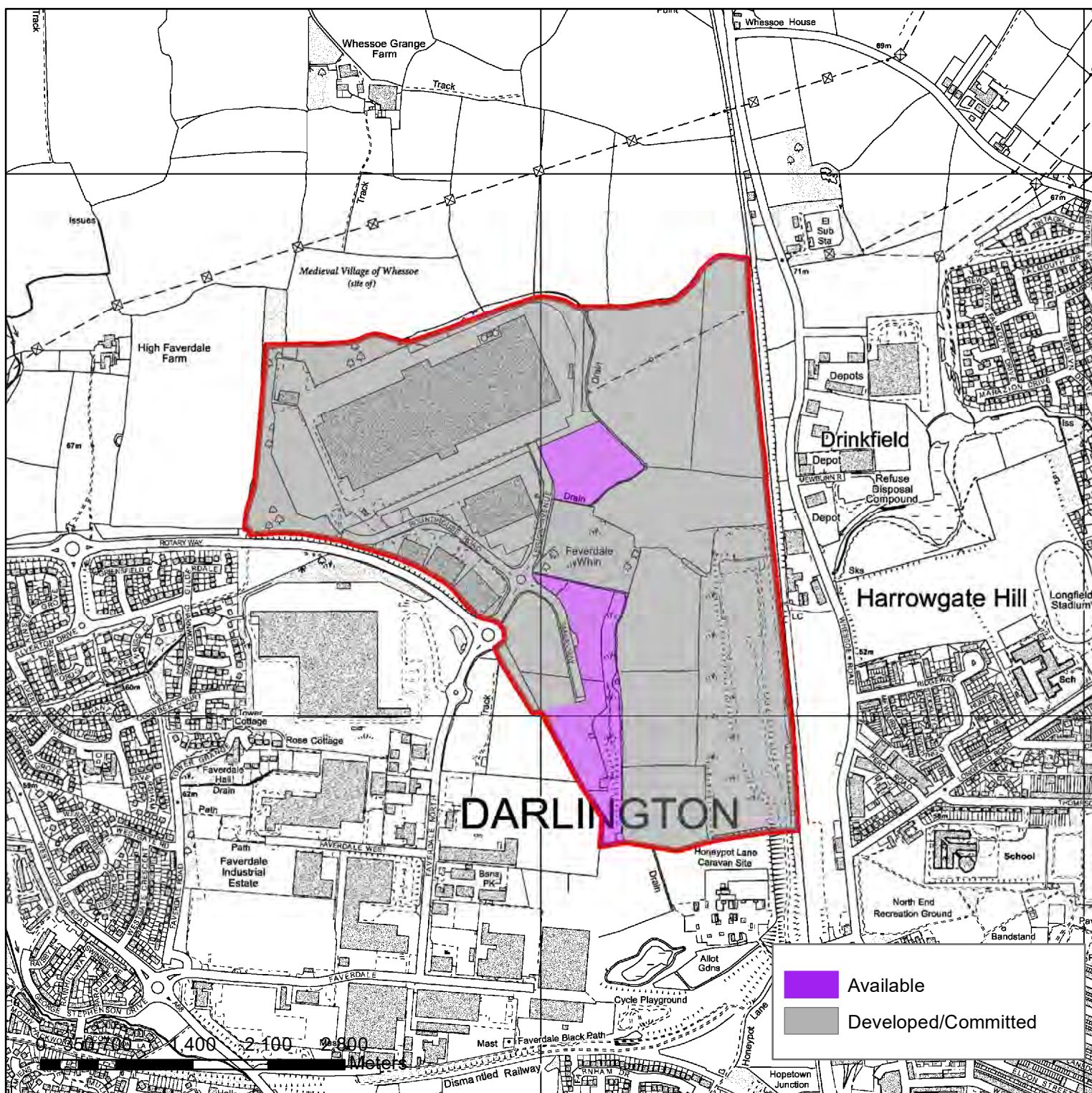
Developable (ha) - 70.0



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Ward- Brinkburn and Faverdale Ward and
Heighington and Coniscliffe Ward

Gross Area (ha) - 65.87

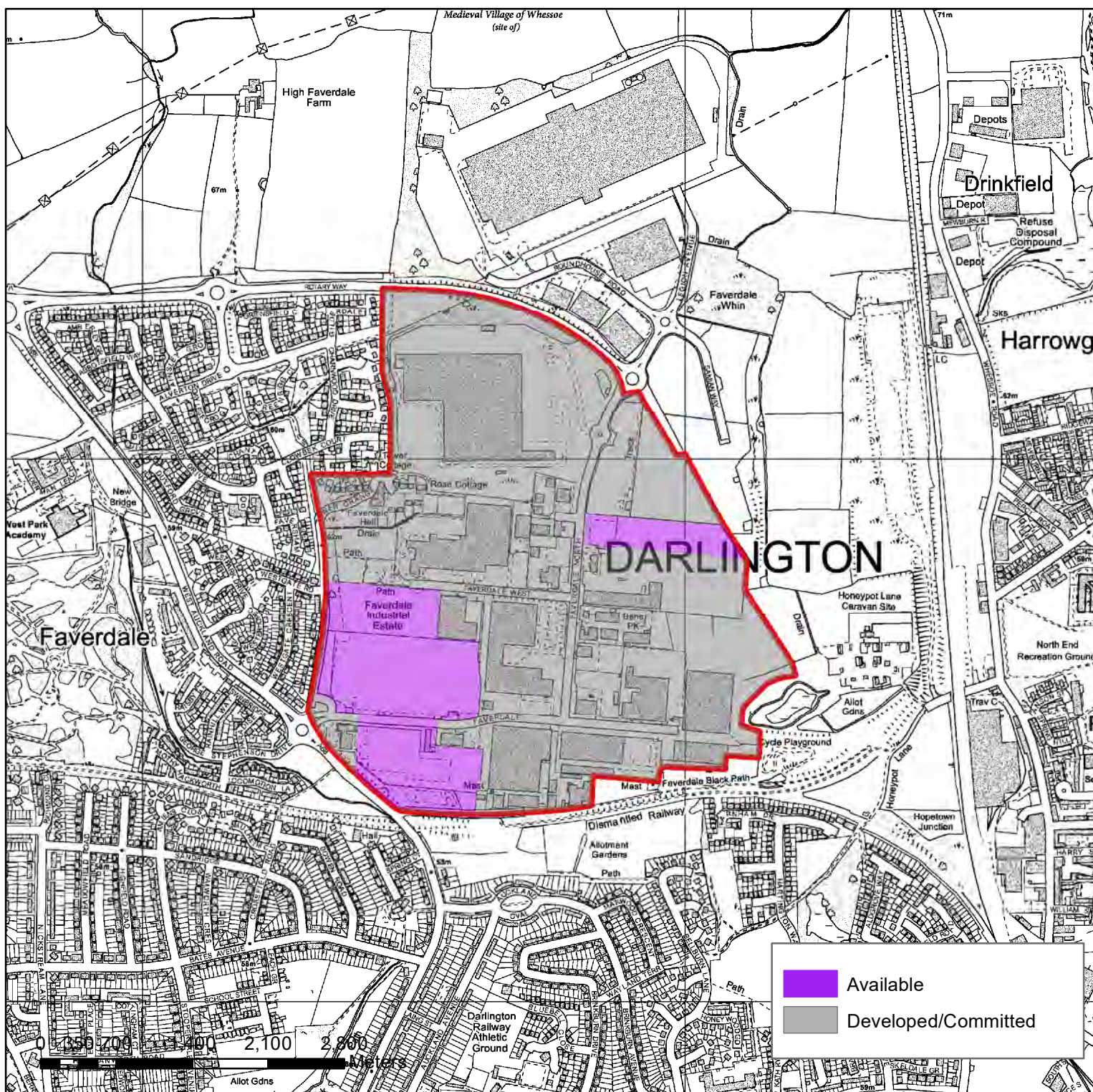
Developable (ha) - 6.08



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Ward- Brinkburn and Faverdale Ward

Gross Area (ha) - 60.32

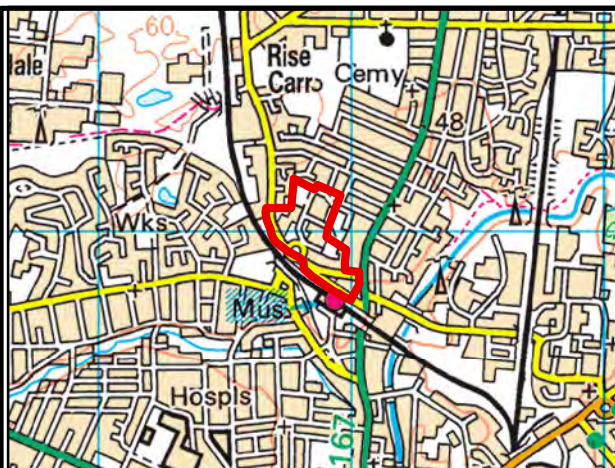
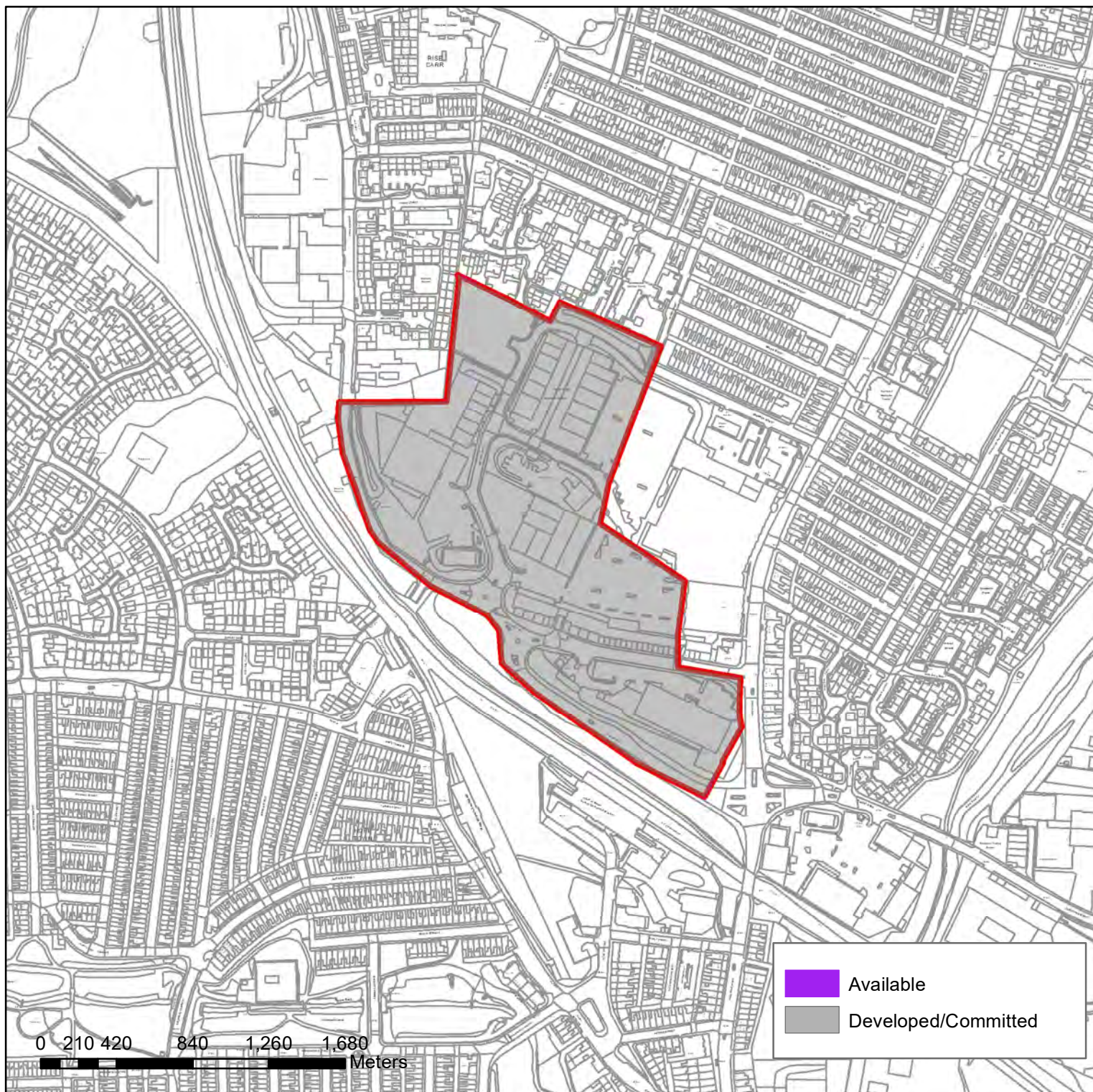
Developable (ha) - 11.19



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Ward- North Road Ward

Gross Area (ha) - 8.5

Developable (ha) - 0.0



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Ward- North Road Ward

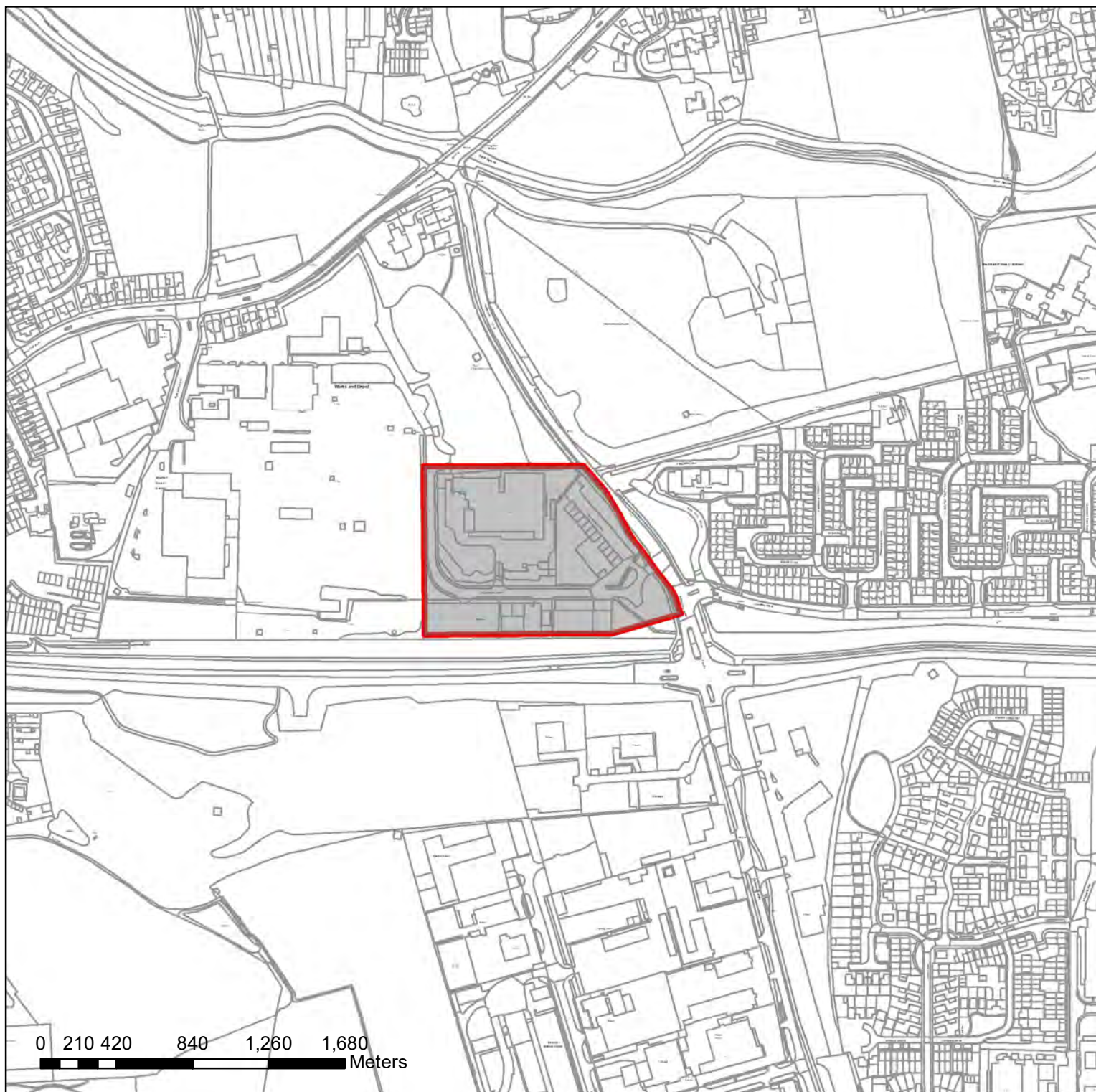
Gross Area (ha) - 14.59
Developable (ha) - 0.00



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Ward- Stephenson Ward

Gross Area (ha) - 3.03

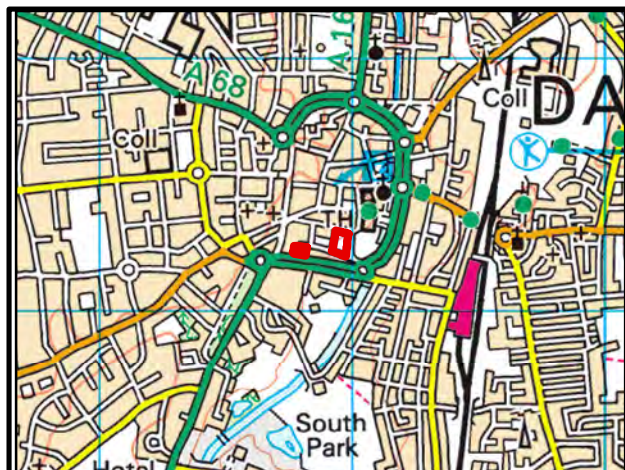
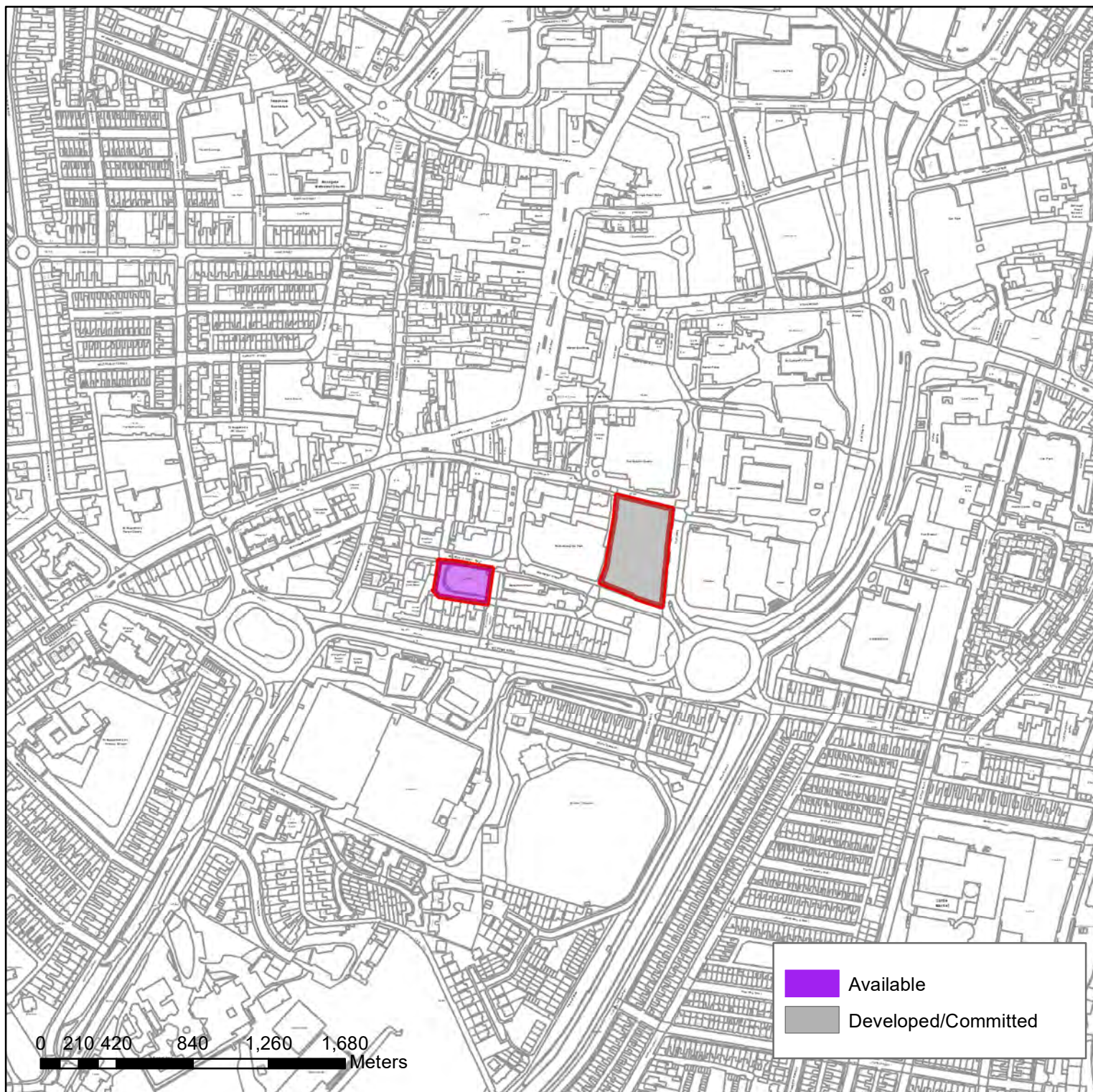
Developable (ha) - 0.00



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Ward- Park East Ward

Gross Area (ha) - 0.62

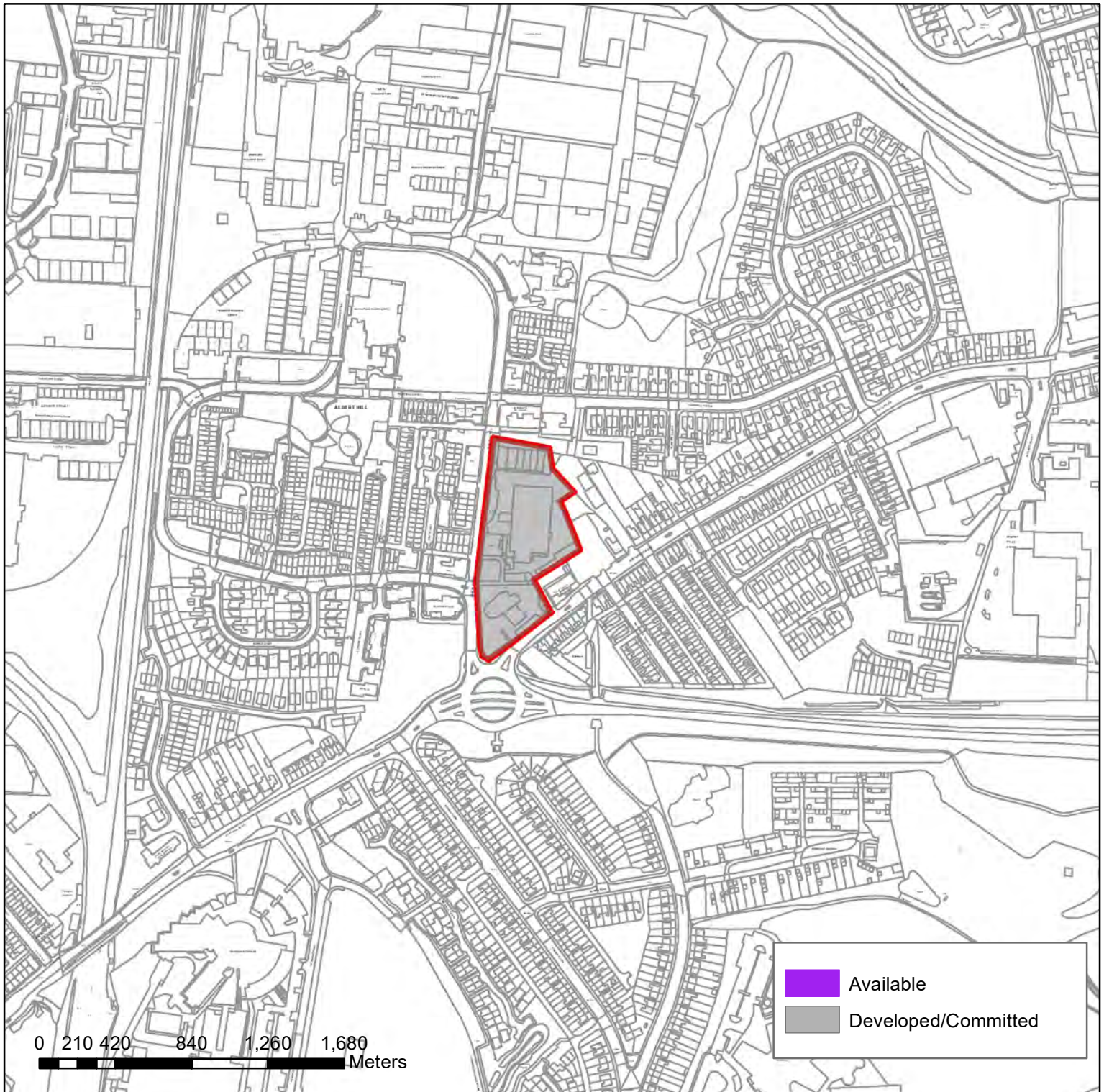
Developable (ha) - 0.62



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Ward- Stephenson Ward

Gross Area (ha) - 1.24

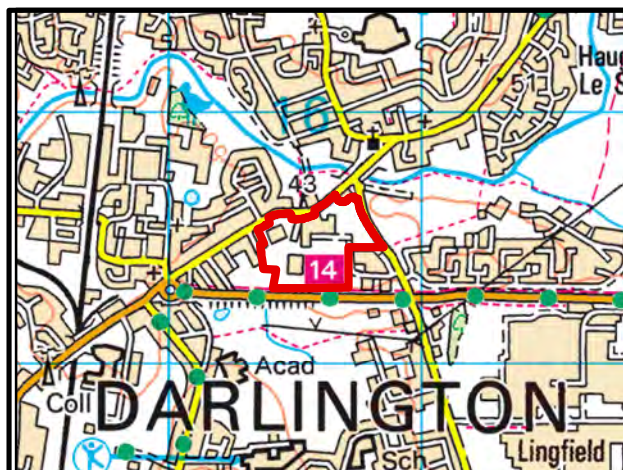
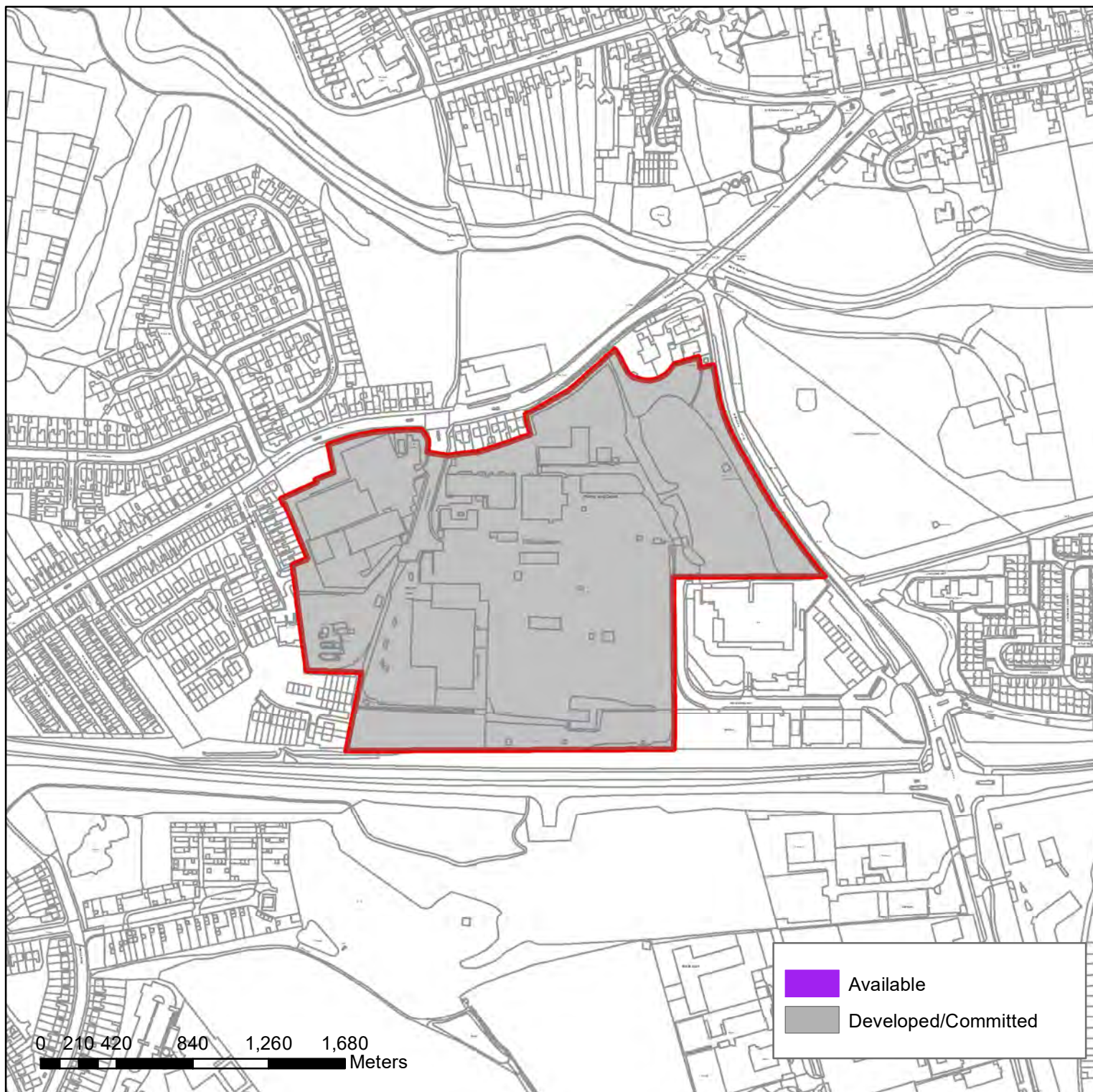
Developable (ha) - 0.00



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Ward- Stephenson Ward

Gross Area (ha) - 11.58

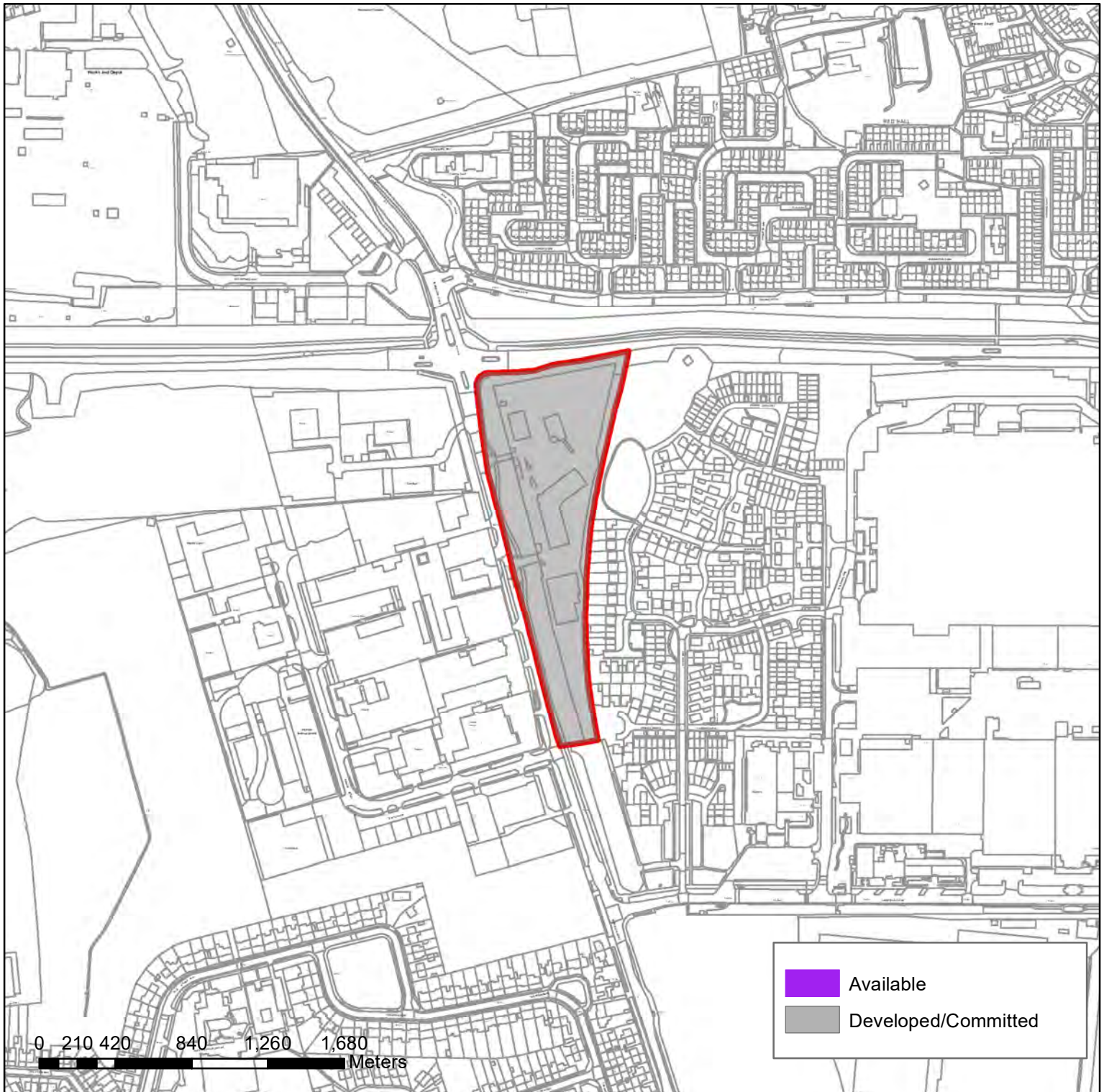
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Ward- Red Hall and Lingfield Ward

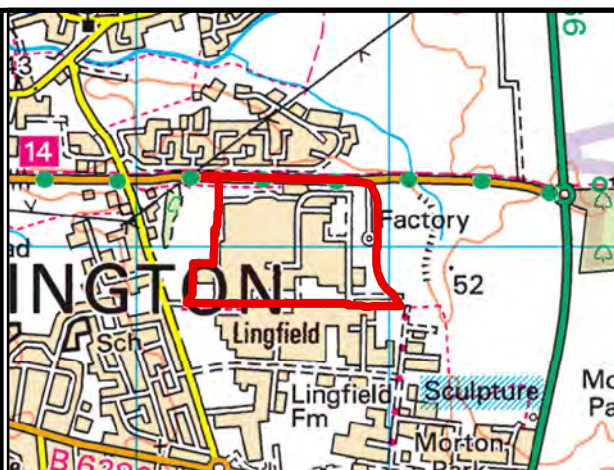
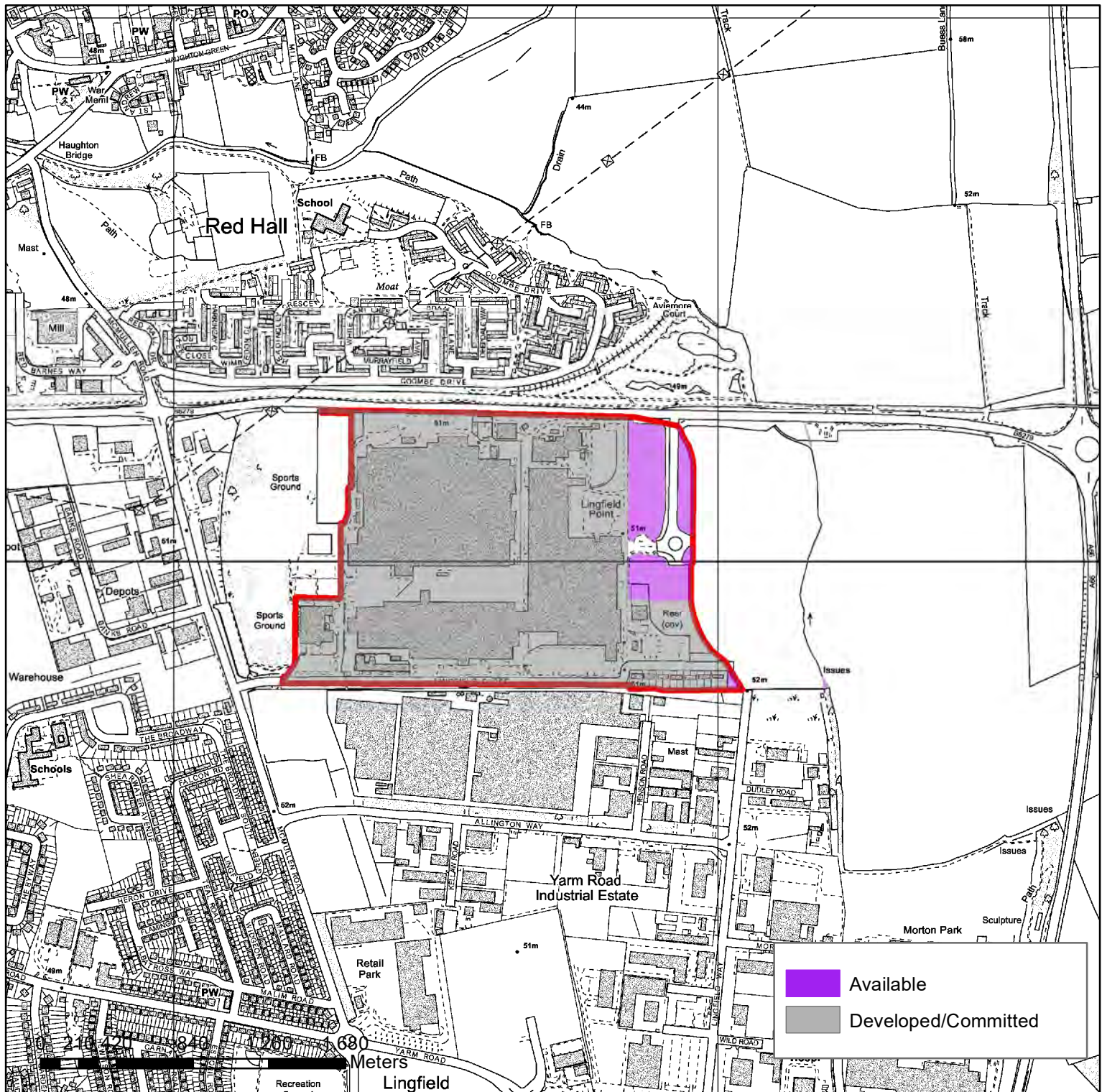
Gross Area(ha) - 2.72
Developable - 0.00



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Ward- Red Hall and Lingfield Ward & Sadberge and Middleton St George Ward

Gross Area (ha) - 33.6

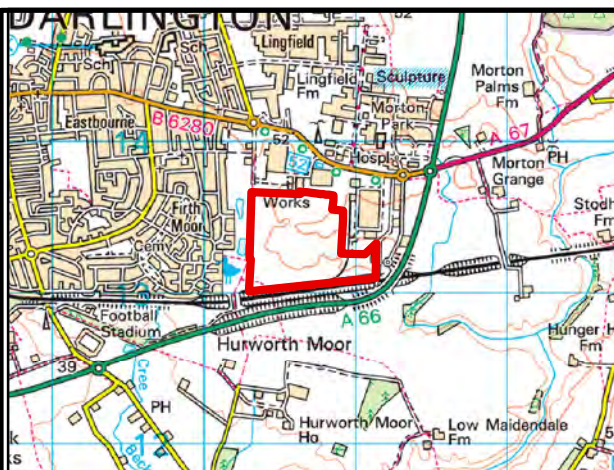
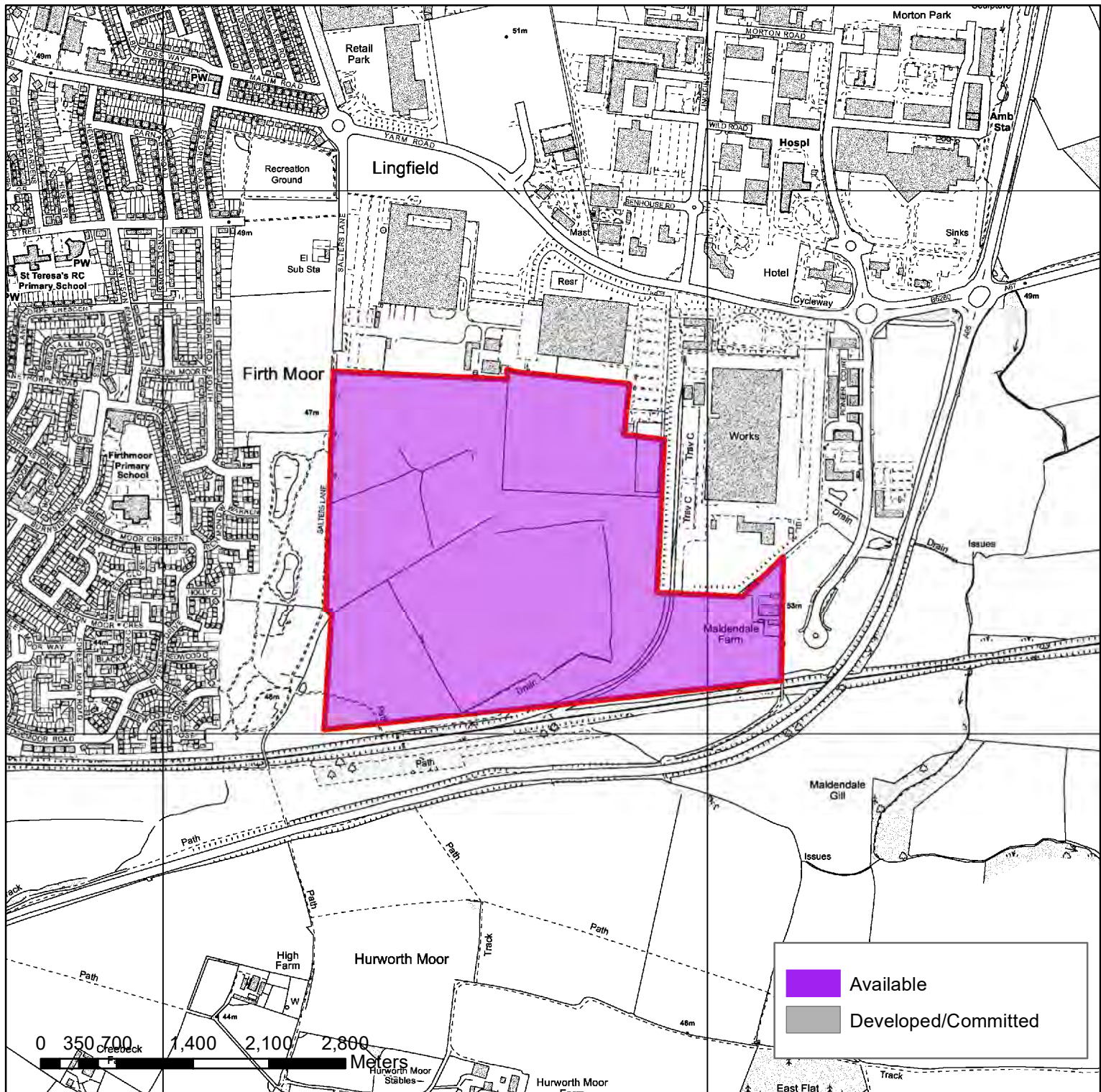
Developable (ha) - 2.74



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Ward- Eastbourne Ward & Hurworth Ward & Sadberge and Middleton St George Ward

Gross Area (ha) - 40.80

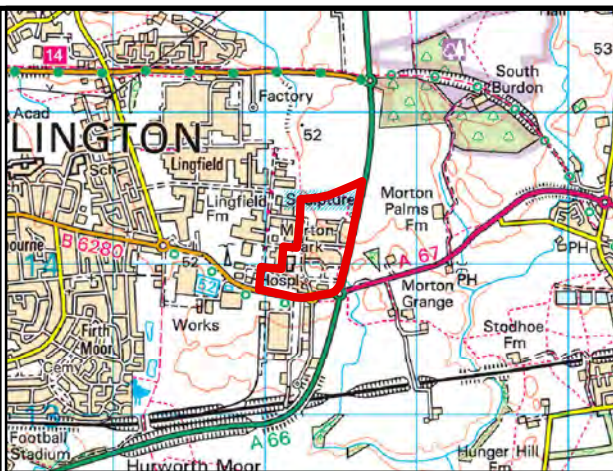
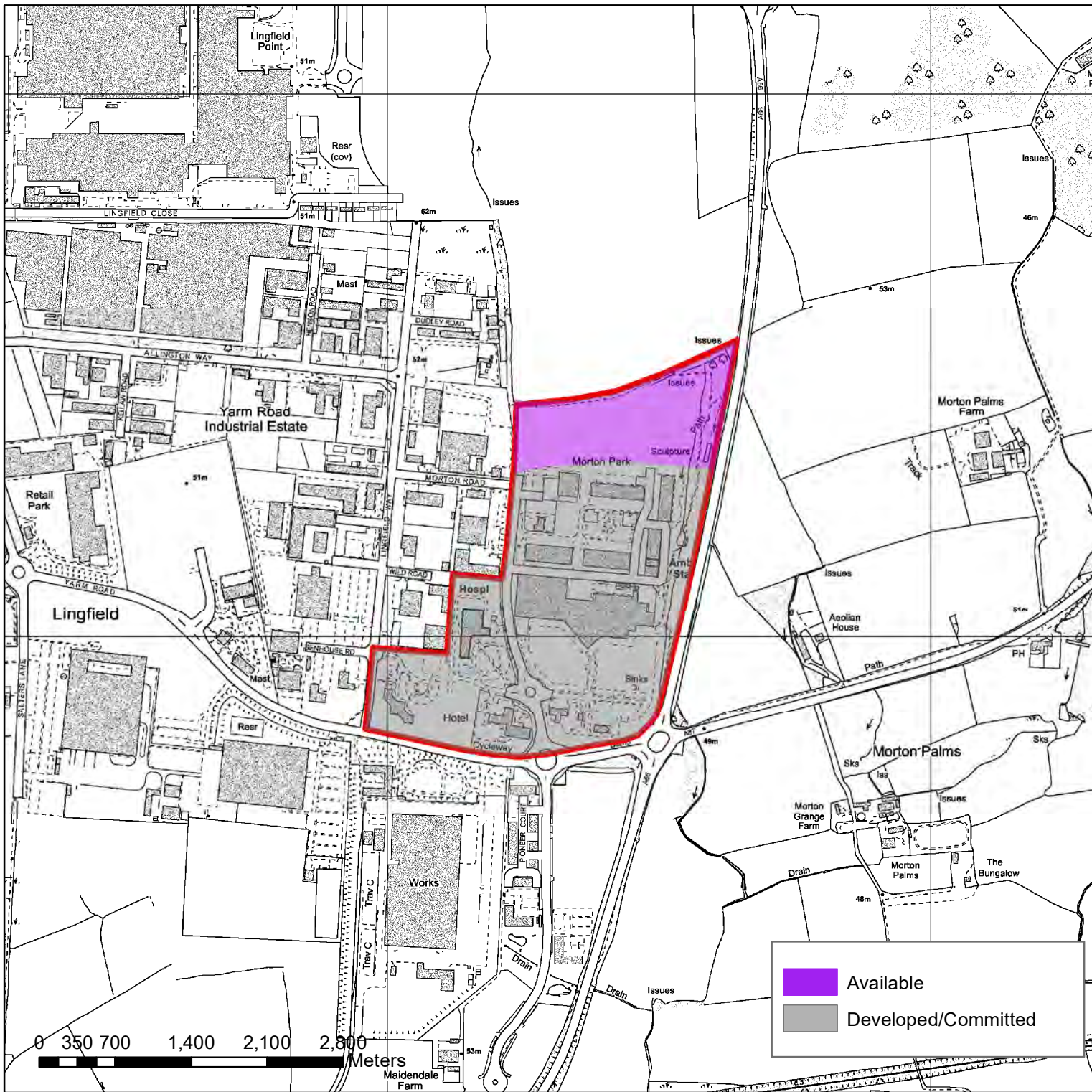
Developable (ha) - 40.80



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Ward- Red Hall and Lingfield Ward &
Sadberge and Middleton St George Ward

Gross Area (ha) - 28.28

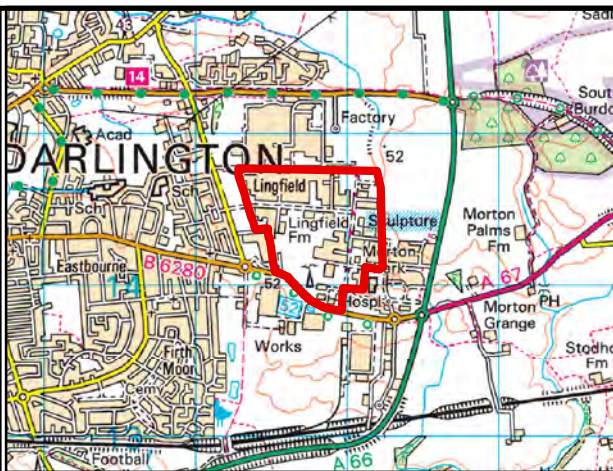
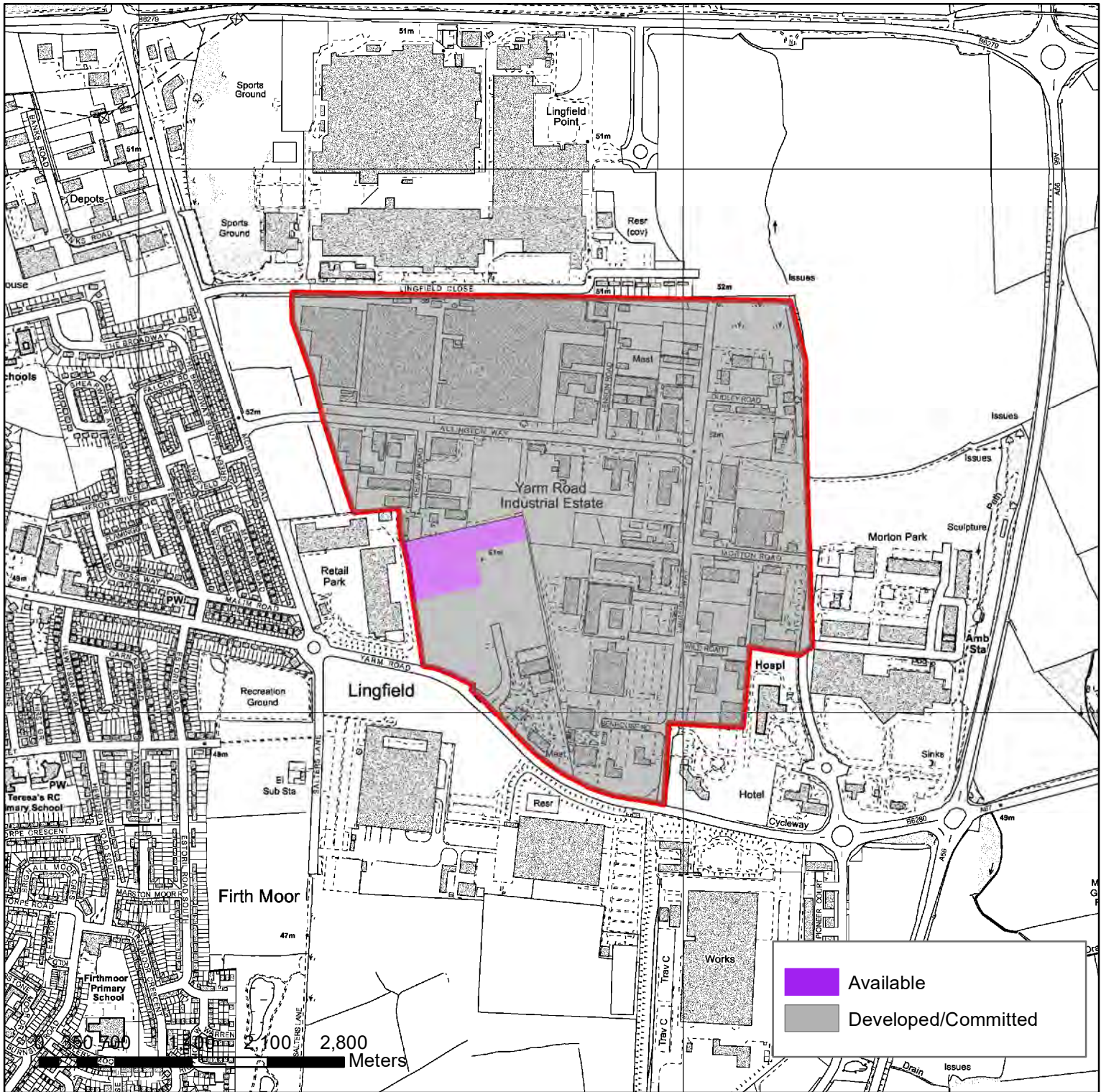
Developable (ha) - 5.79



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Ward- Red Hall and Lingfield Ward &
Sadberge and Middleton St George Ward

Gross Area (ha) - 63.86

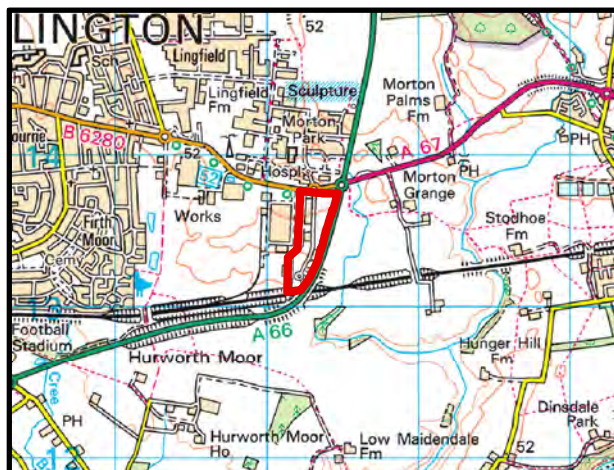
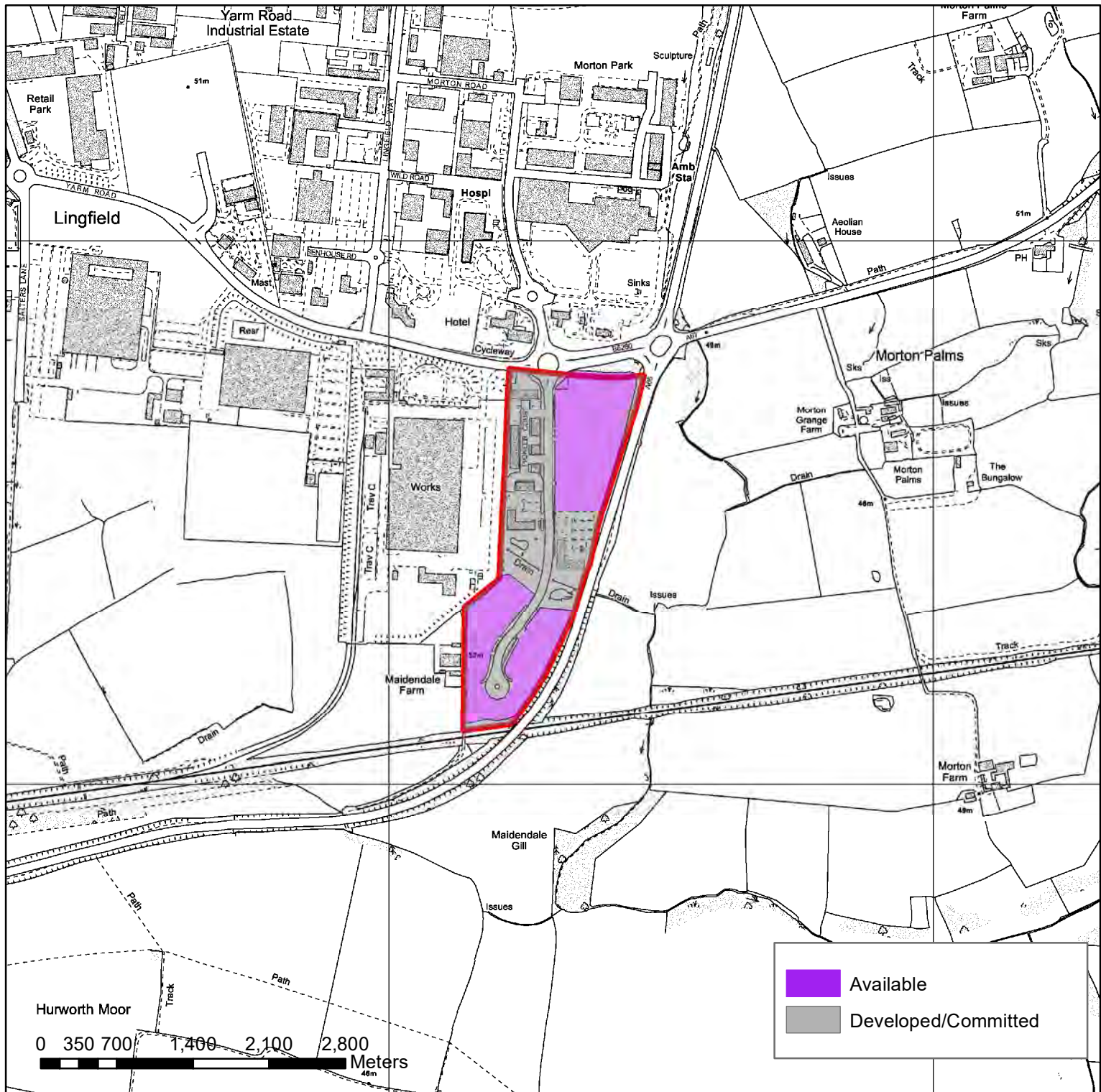
Developable (ha - 1.87



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Ward- Sadberge and Middleton St George Ward

Gross Area (ha) - 11.90

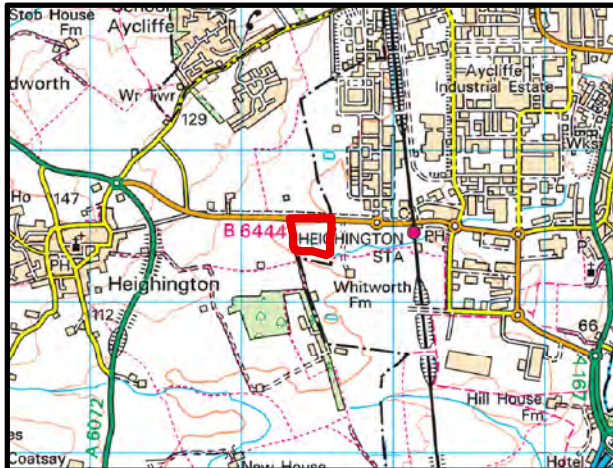
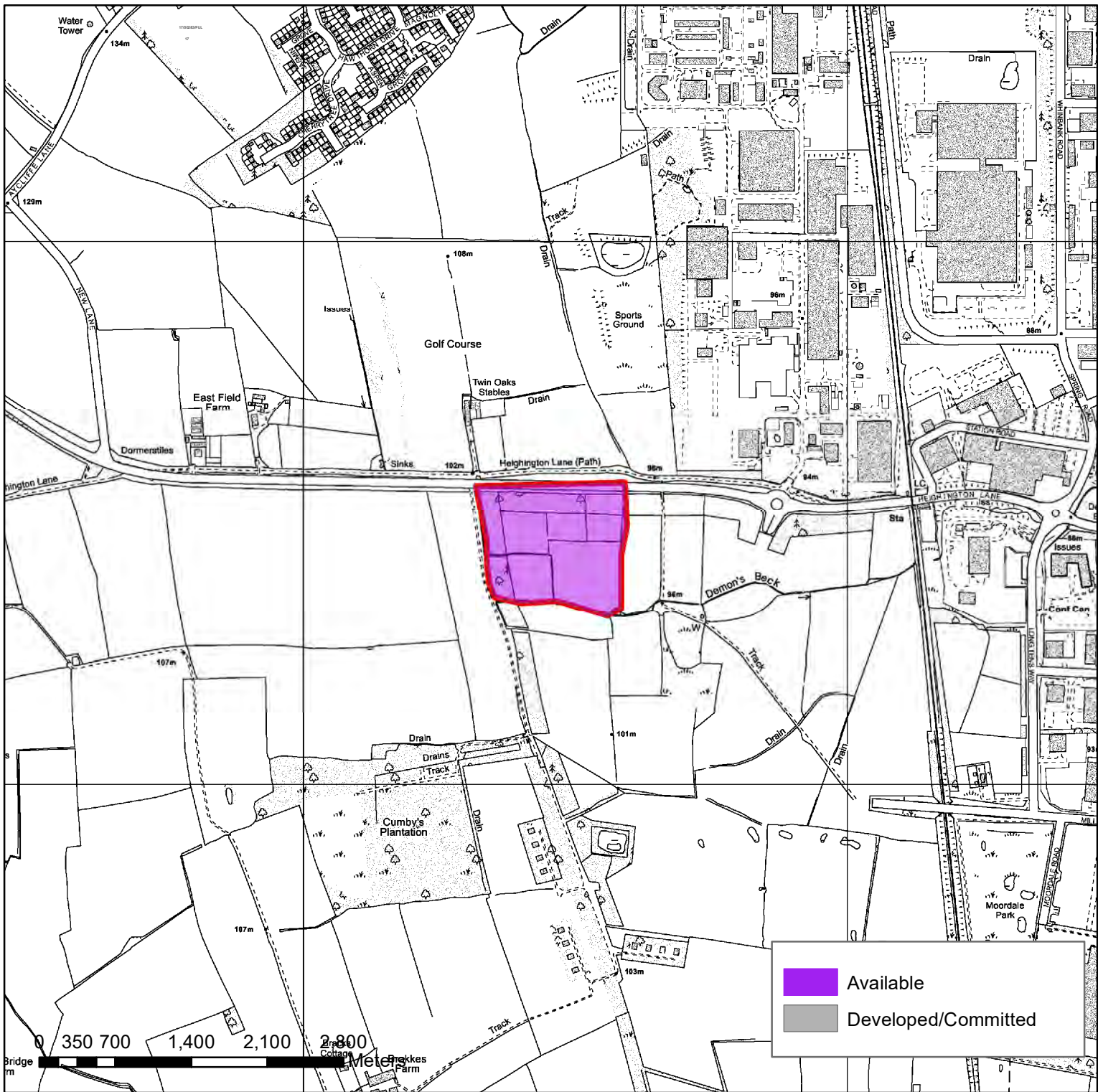
Developable (ha) - 6.08



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Ward- Heighington and Coniscliffe Ward

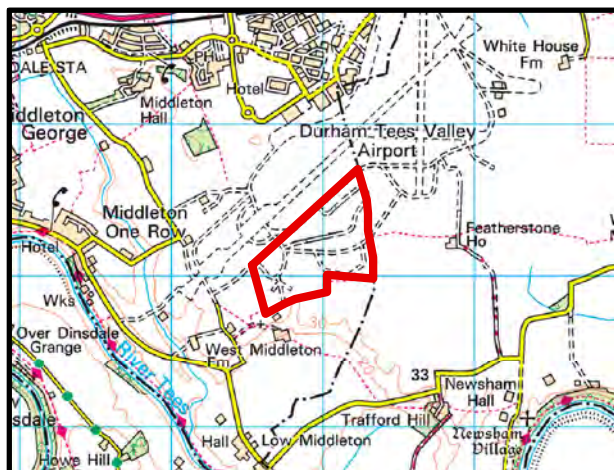
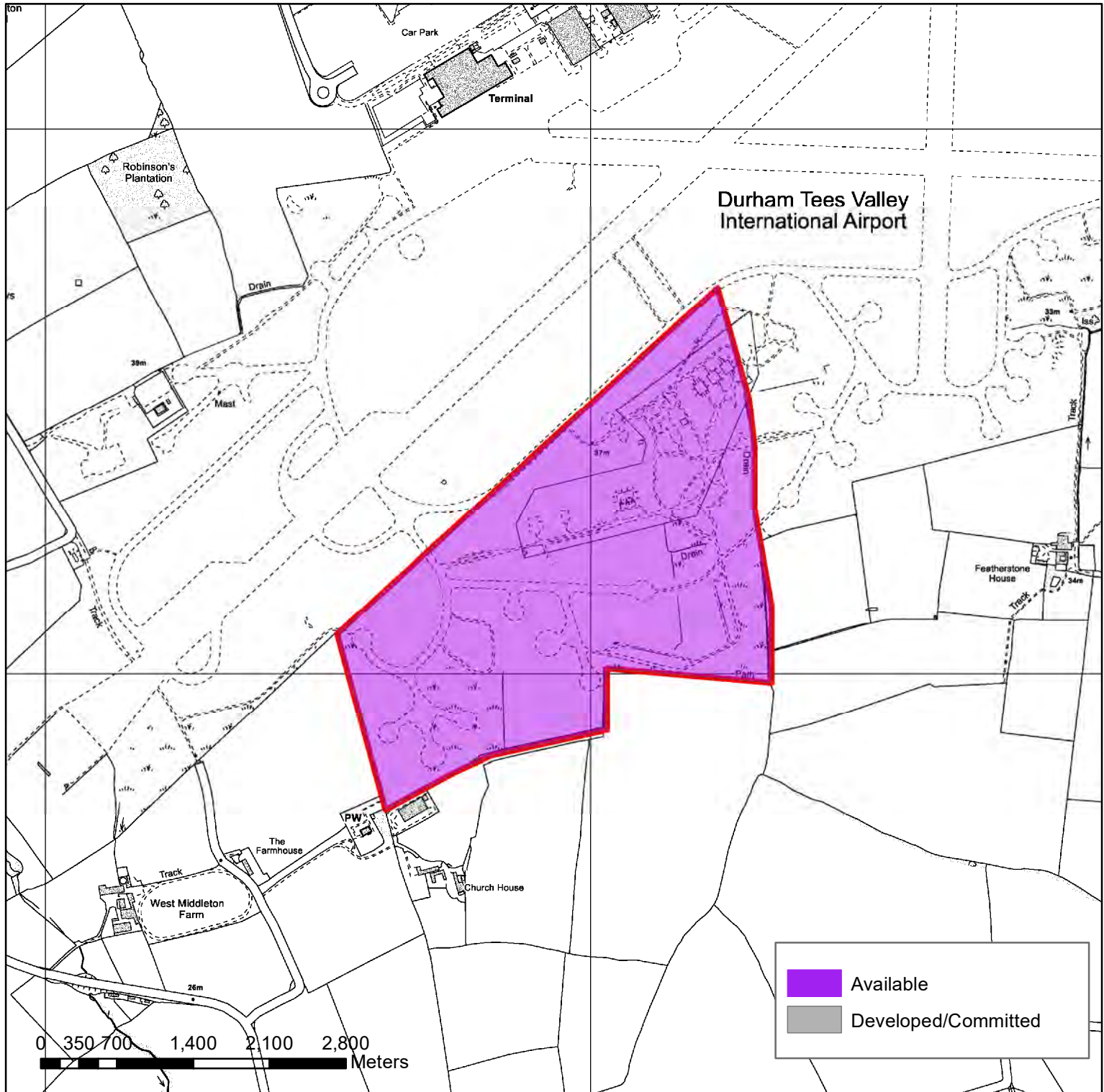
Gross Area (ha) - 5.67
Developable (ha) - 5.67



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Ward- Sadberge and Middleton St George Ward

Gross Area (ha) - 39.30

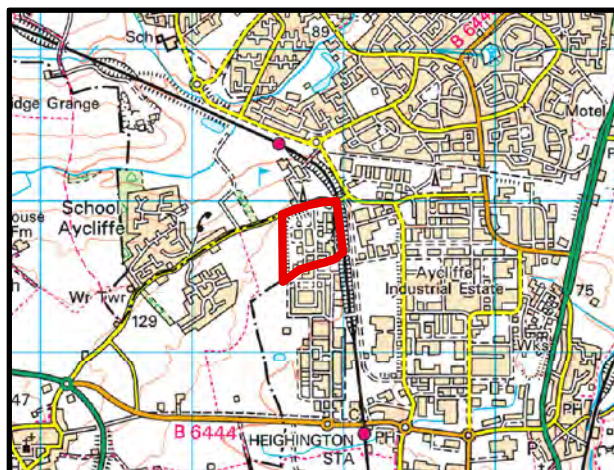
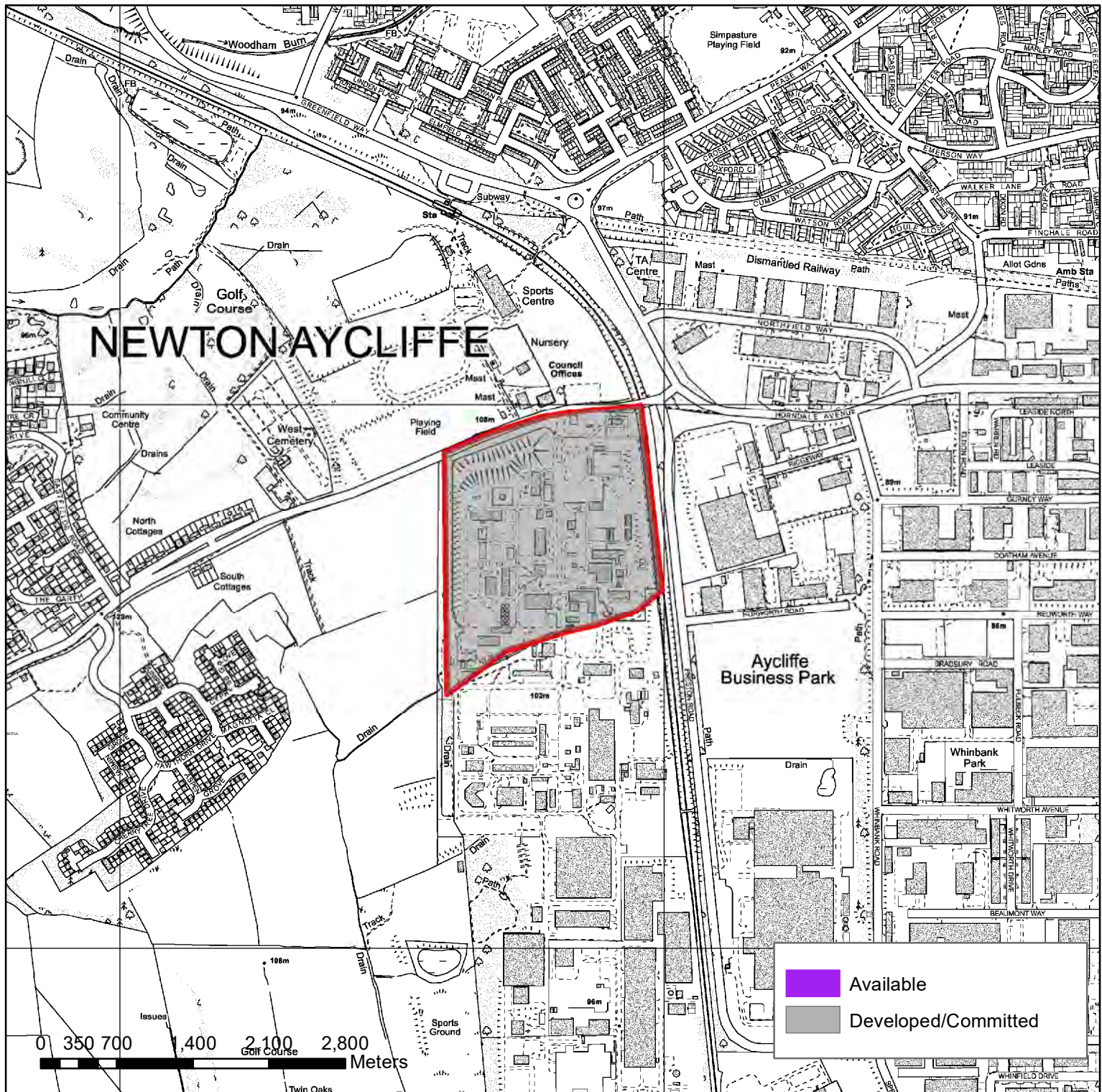
Developable (ha) - 39.30



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Ward- Heighington and Coniscliffe Ward

Gross Area (ha) - 15.33

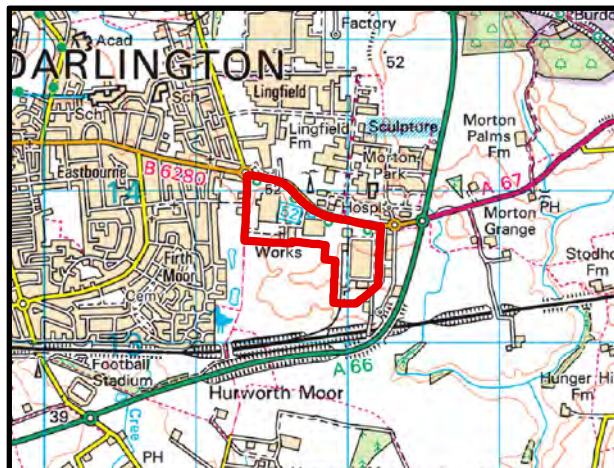
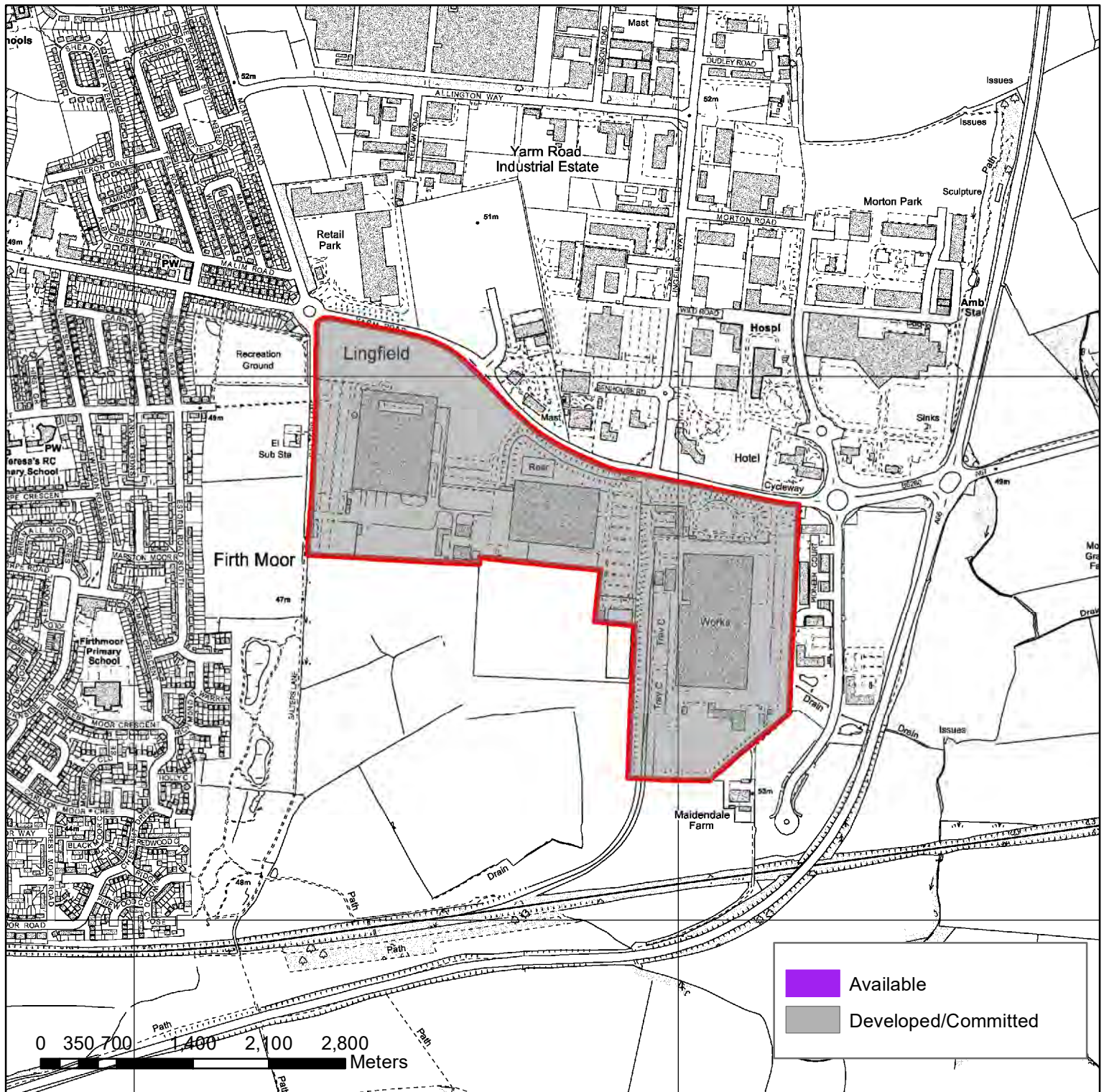
Developable (ha) - 0.00



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Ward- Eastbourne Ward & Sadberge and Middleton St George Ward

Gross Area (ha) - 34.69

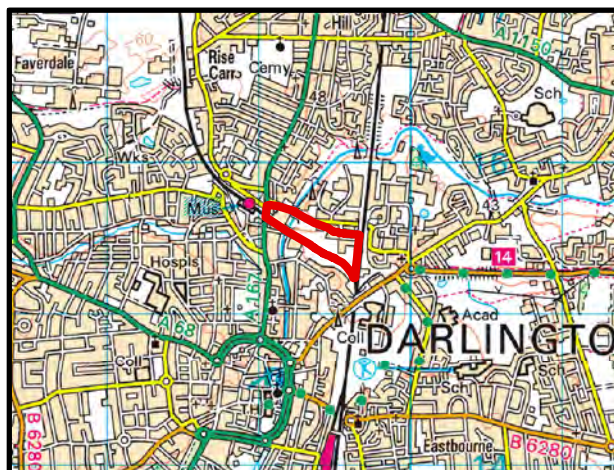
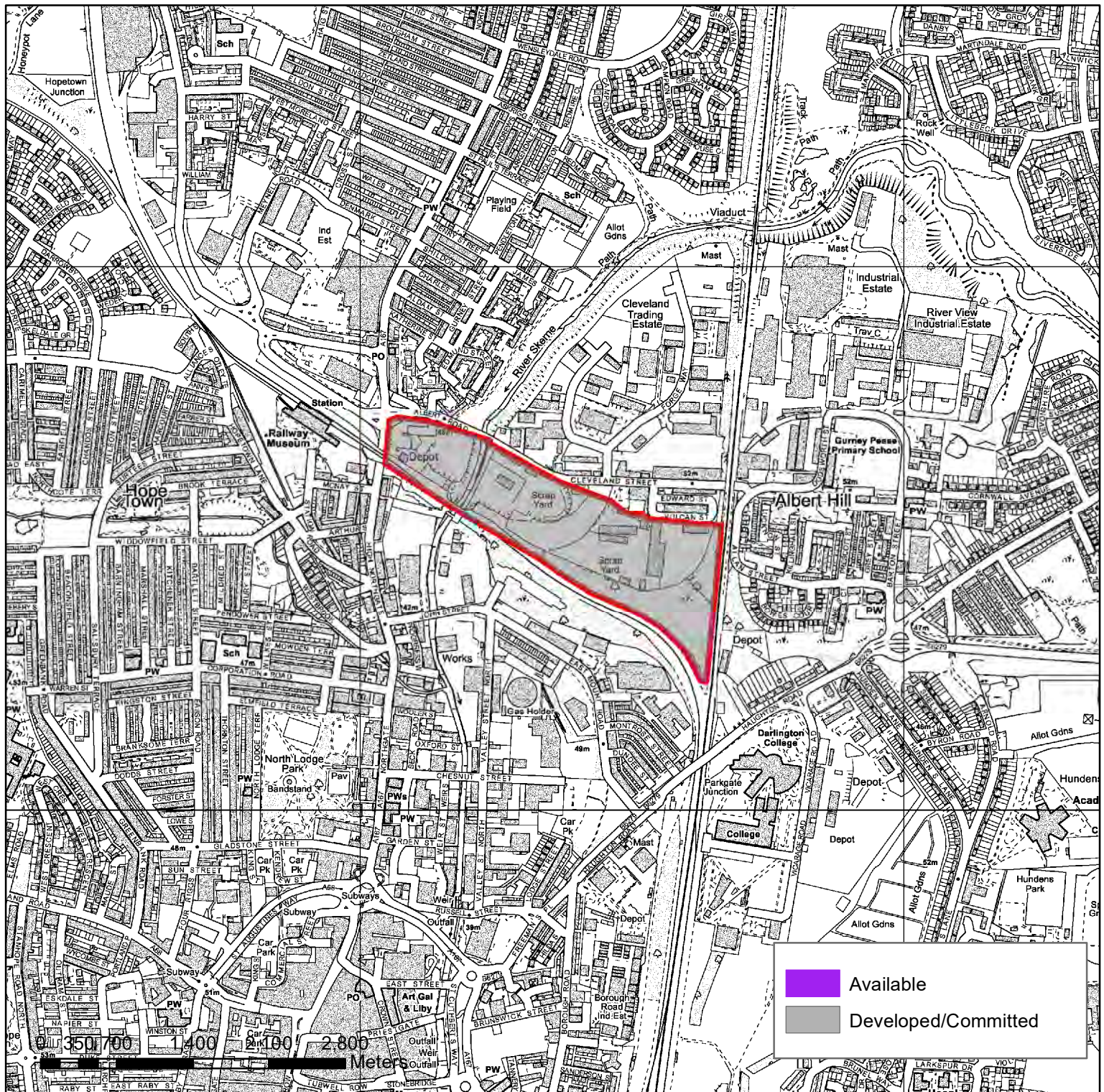
Developable (ha) - 0.00



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Ward- North Road Ward

Gross Area (ha) - 10.28

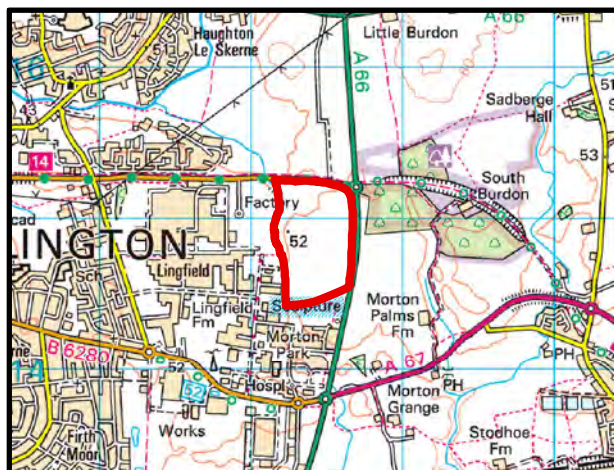
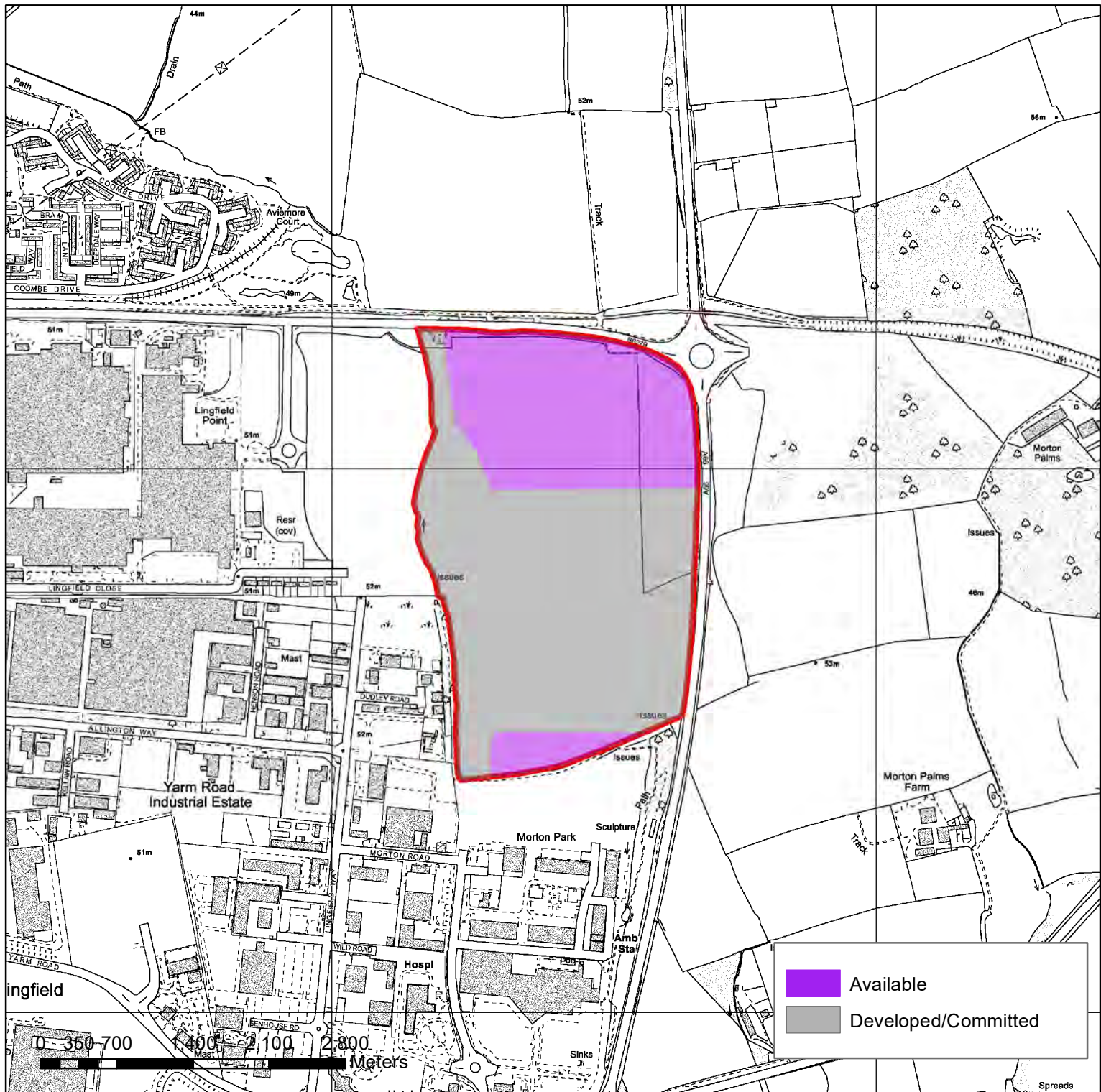
Developable (ha) - 0.00



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Ward- Sadberge and Middleton St George Ward

Gross Area (ha) - 36.04

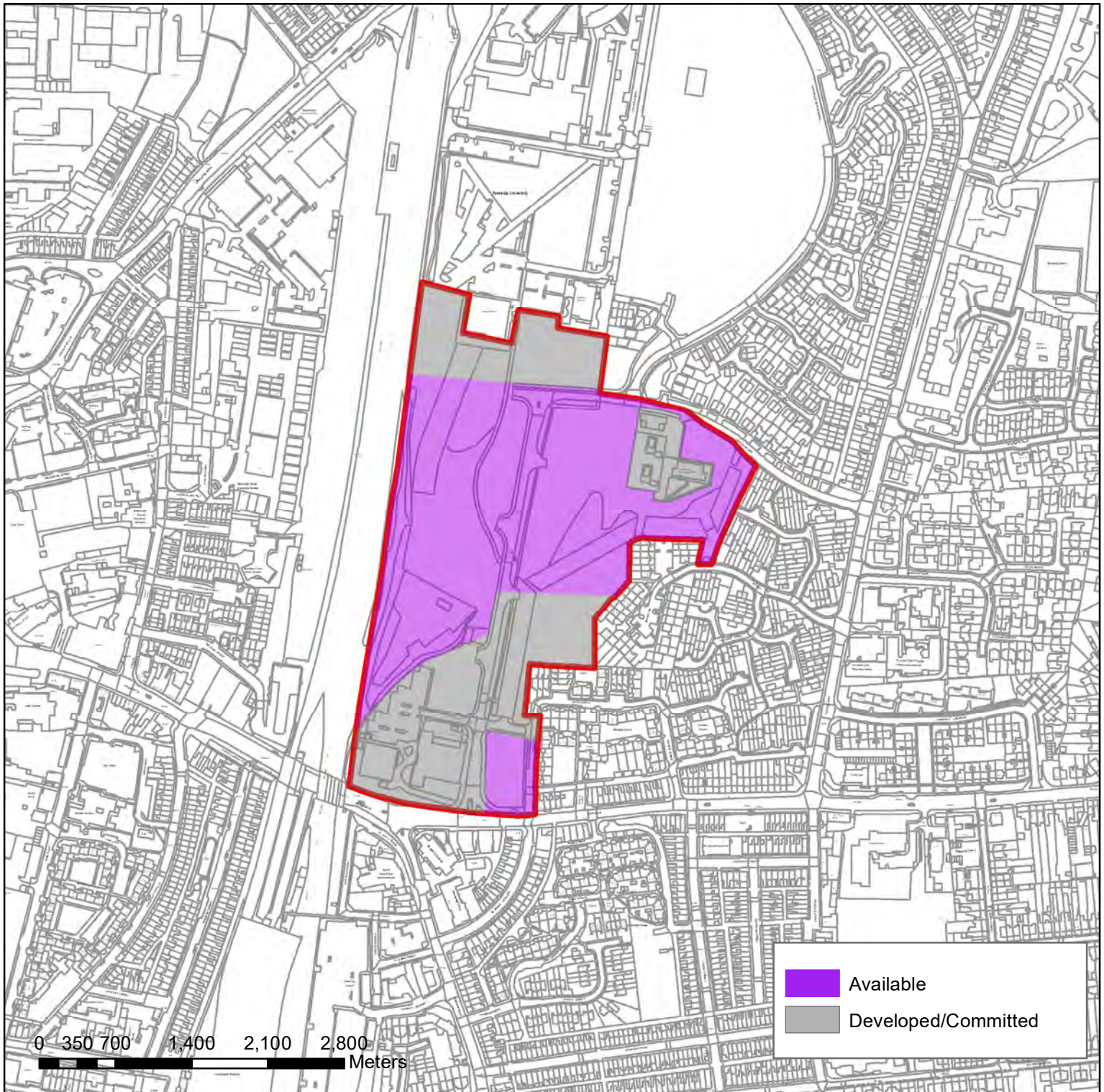
Developable (ha) - 13.1



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Ward- Stephenson Ward

Gross Area (ha) - 9.8

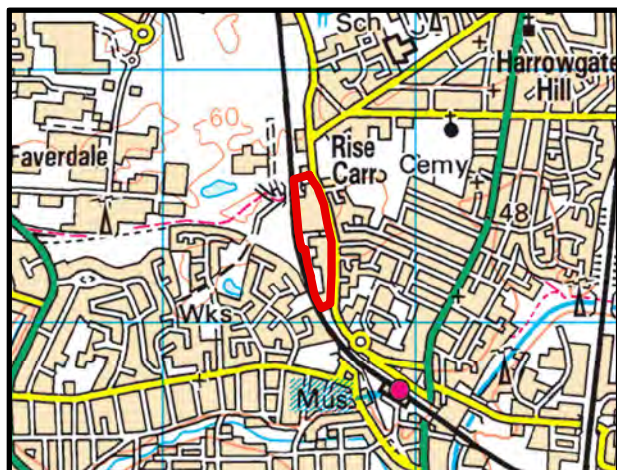
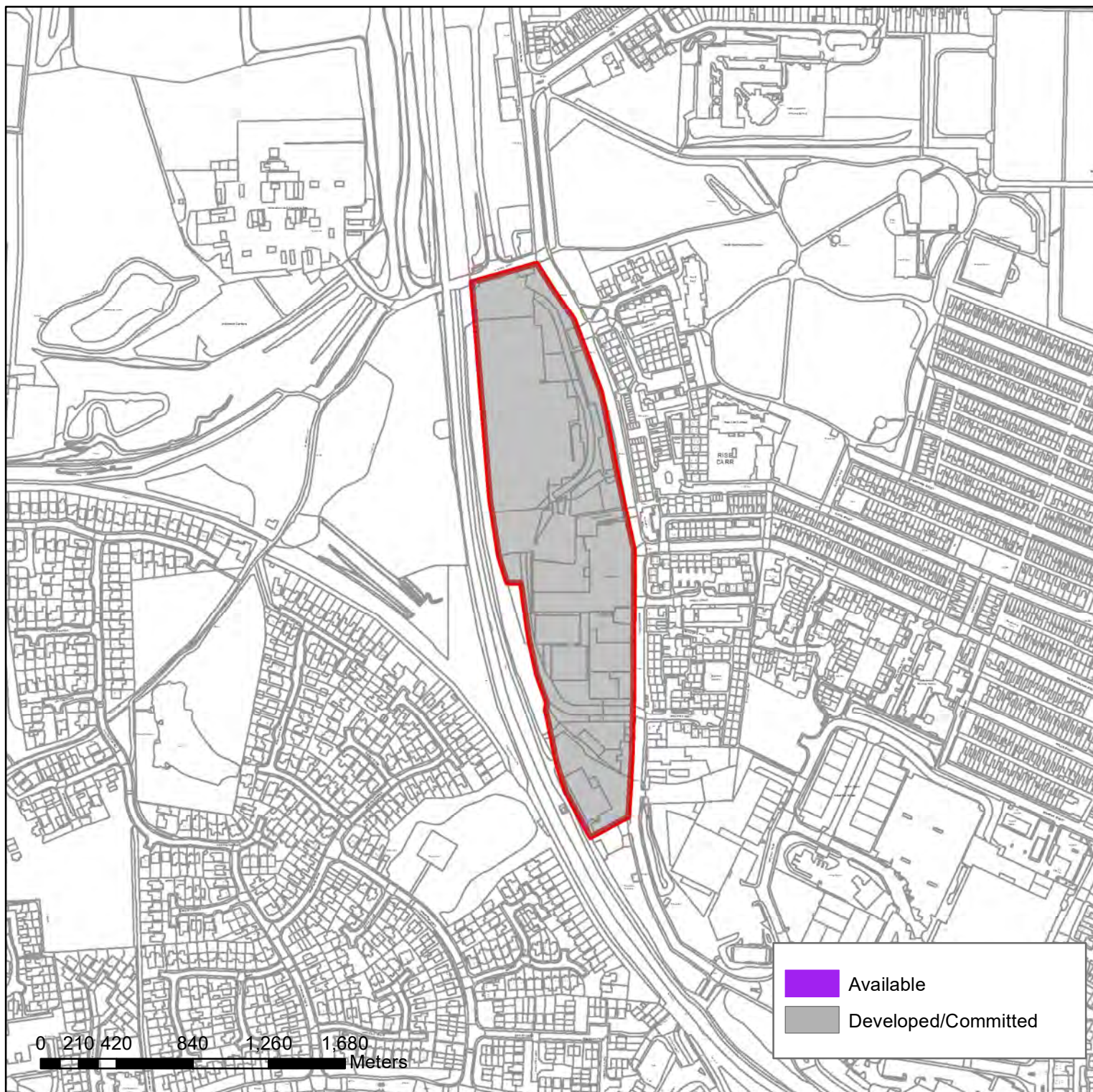
Developable (ha) - 6.01



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Ward -North Road Ward

Gross Area (ha) - 4.88

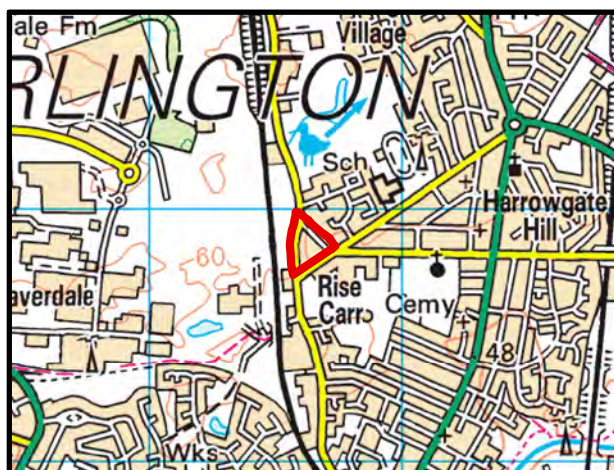
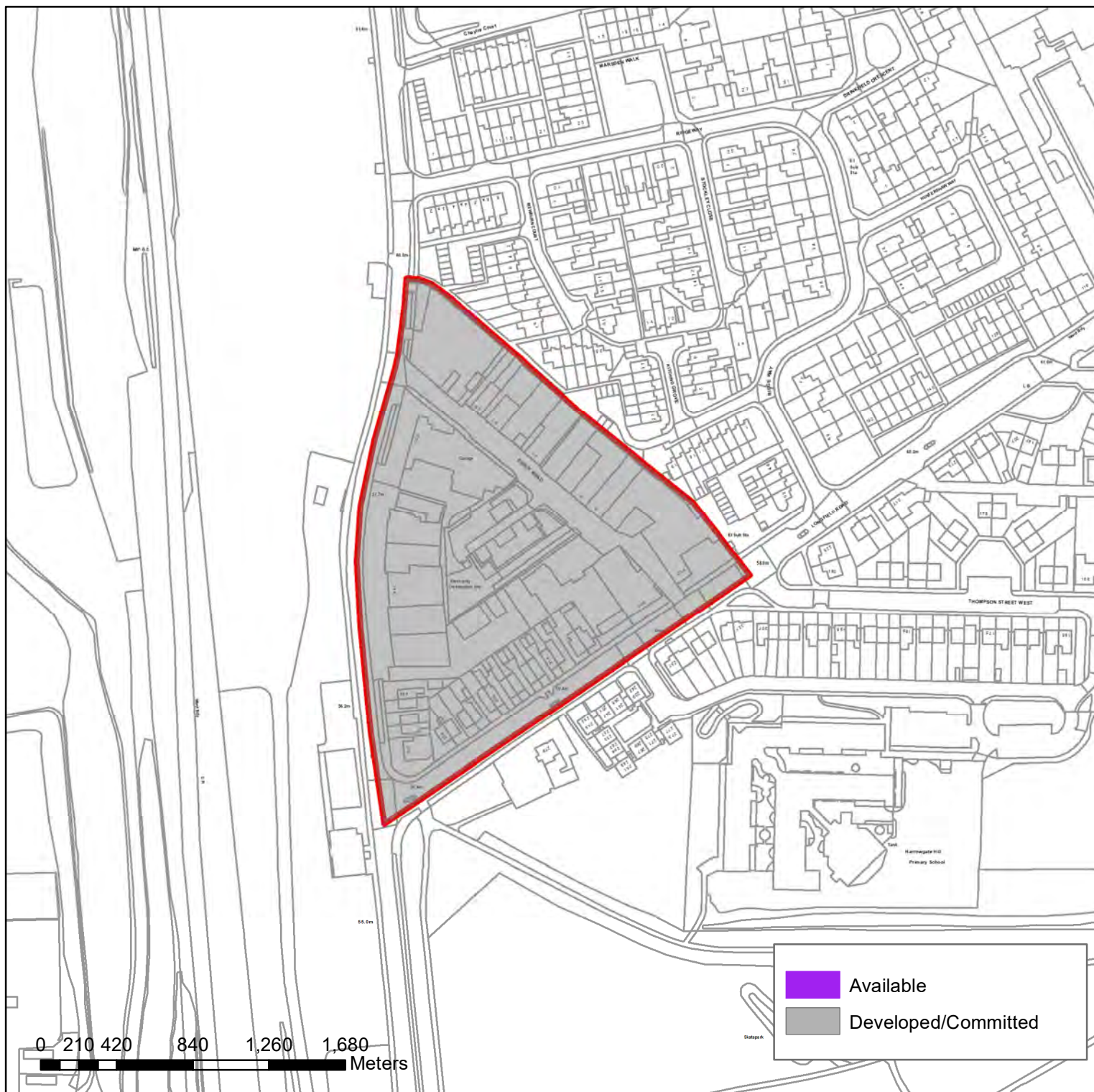
Developable (ha) - 0.00



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Ward - North Road Ward

Gross Area (ha) - 2.41

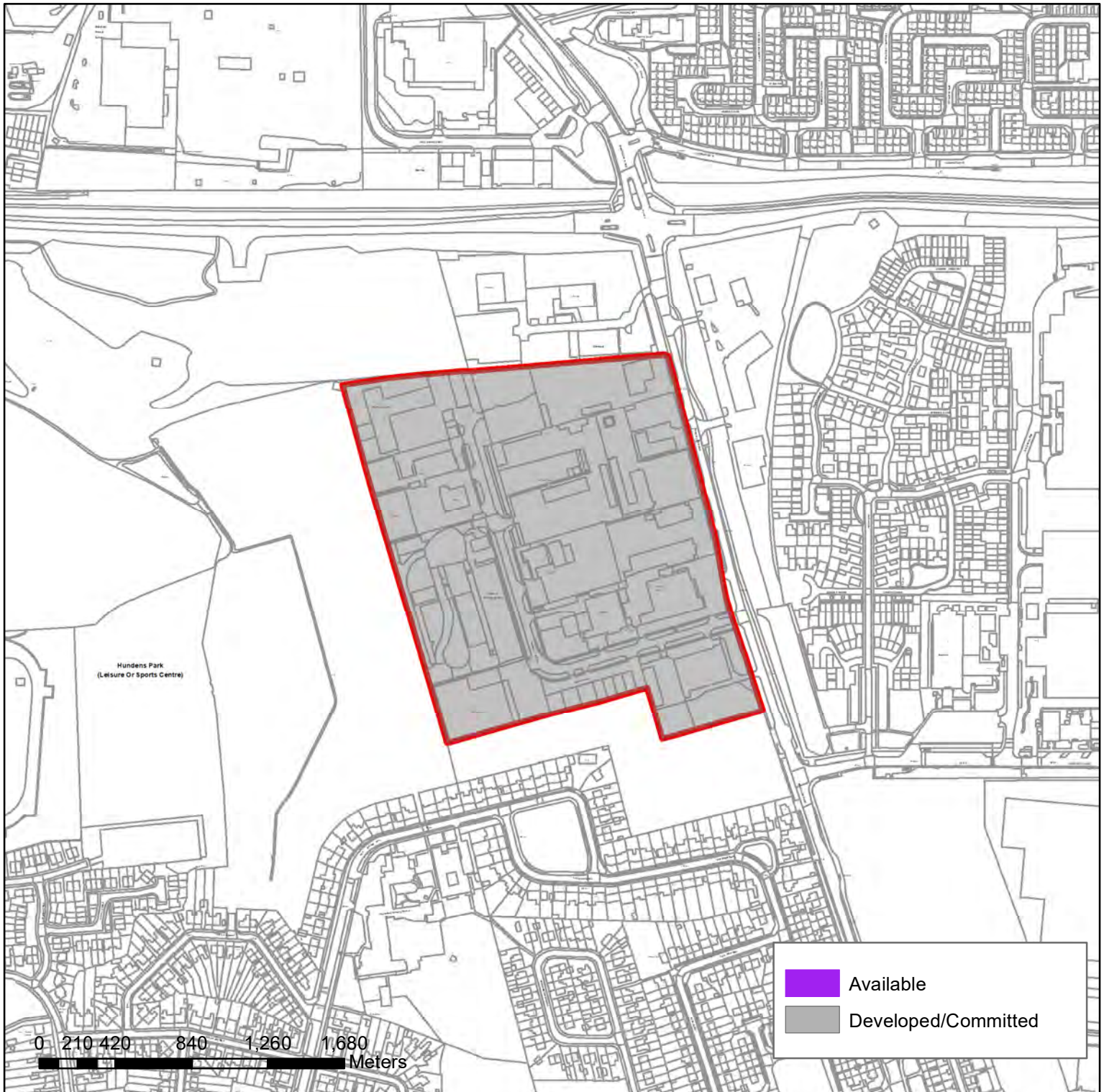
Developable (ha) - 0.00



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Ward - Red Hall and Lingfield Ward

Gross Area (ha) - 9.69

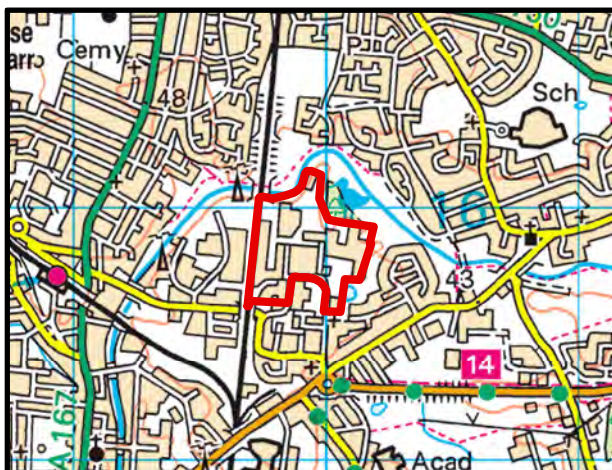
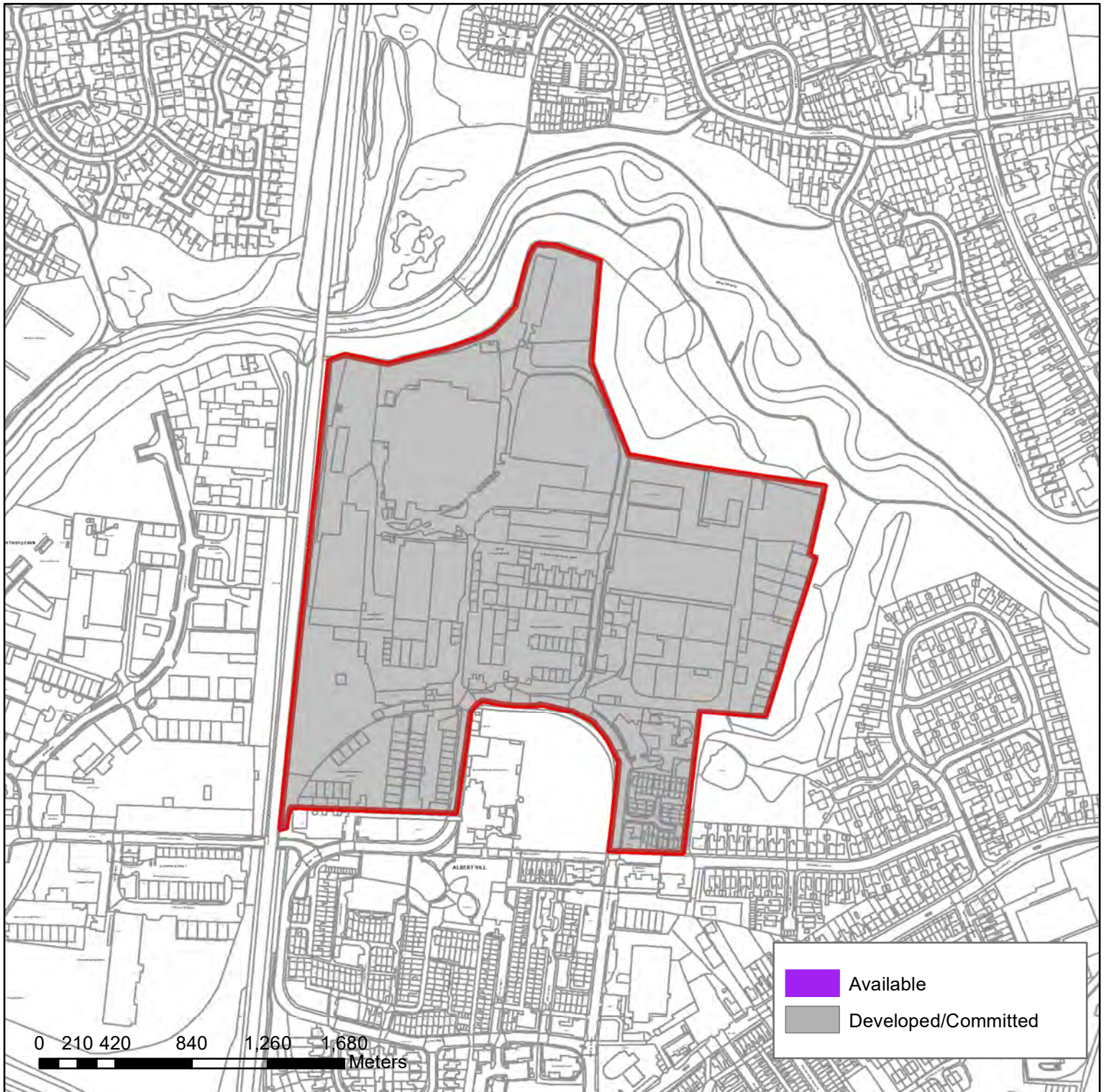
Developable (ha) - 0.00



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Ward - Stephenson Ward

Gross Area (ha) - 16.02

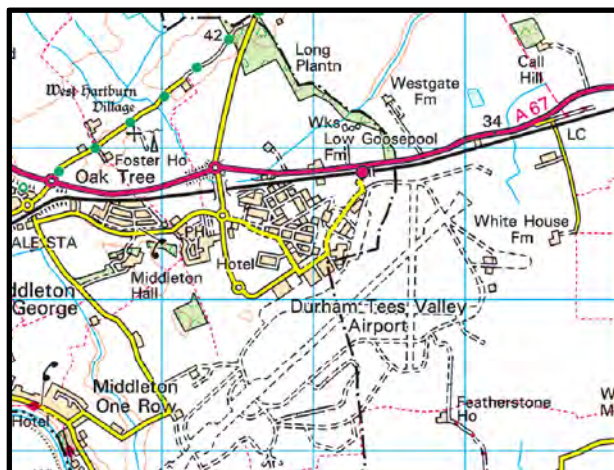
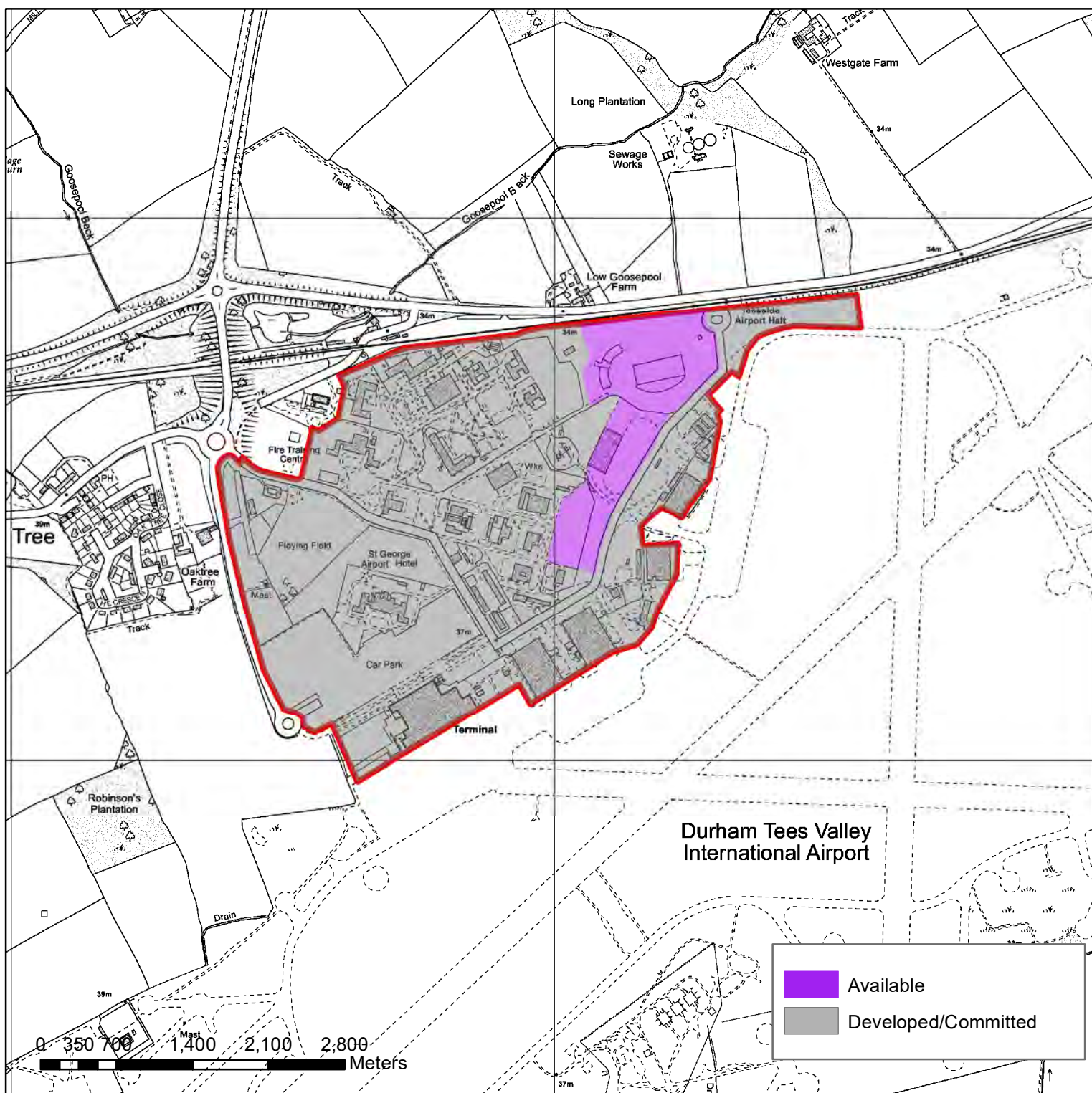
Developable (ha) - 0.00



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Ward- Sadberge and Middleton St George Ward

Gross Area (ha) - 58.19

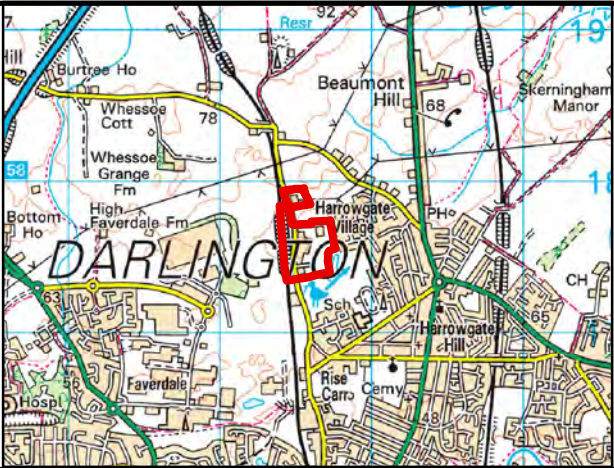
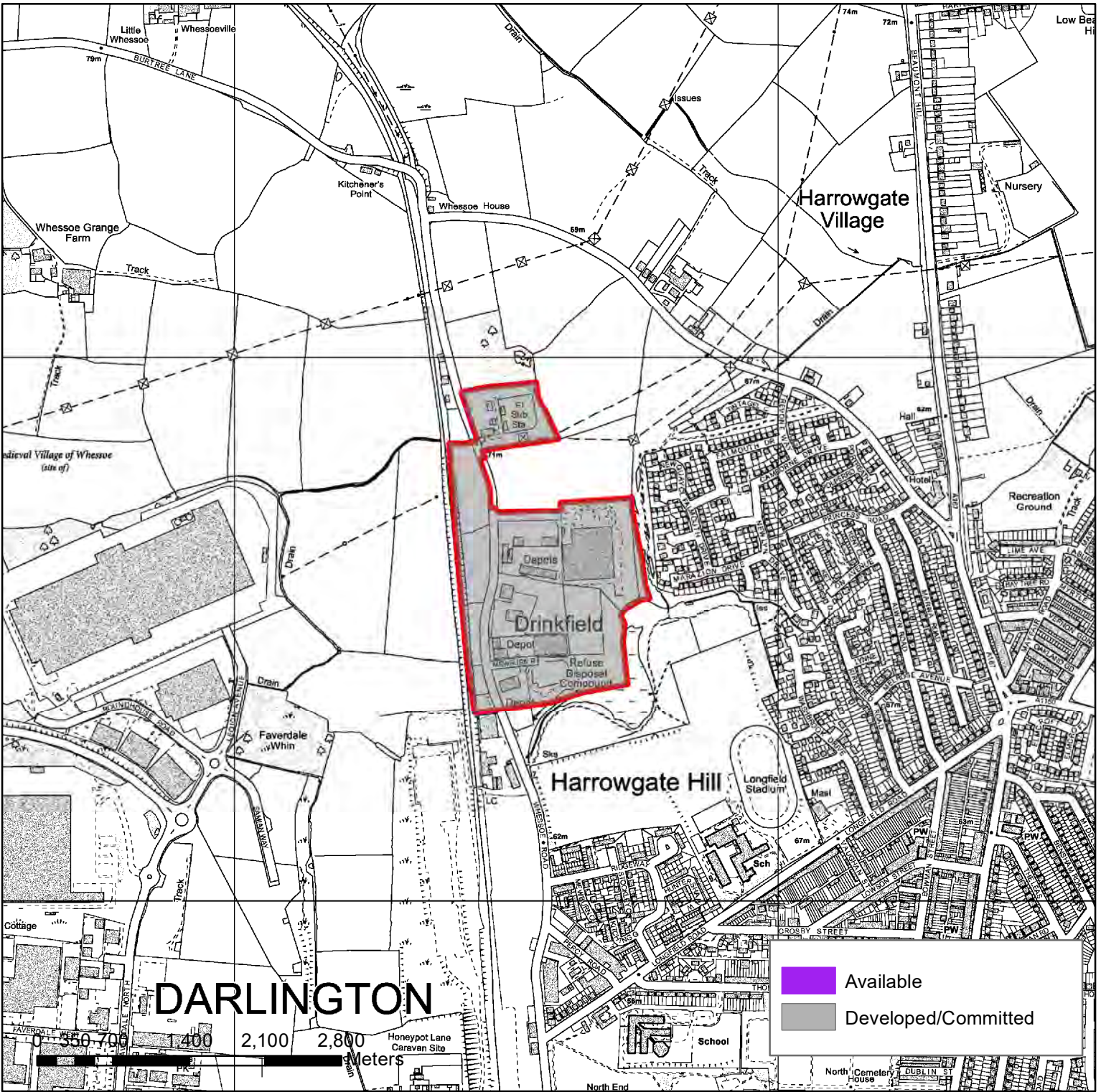
Developable (ha) - 6.73



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Ward- Harrowgate Hill Ward

Gross Area (ha) - 13.51
Developable (ha) - 0.00



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Appendix IV:

Marketing period for vacant employment sites in Darlington in relation to Local Plan Policy

The emerging Darlington Local Plan 2016- 36 identifies in Section 7 Employment for Economic Growth two distinct policies dealing with new and retaining employment opportunities

Policy E1: SAFEGUARDING EXISTING EMPLOYMENT OPPORTUNITIES

The following existing employment areas, as shown on the Policies Map, are promoted and safeguarded as employment areas for investment. Within these areas, planning permission will be granted for business (Use Class B1), general industrial (Use Class B2) and storage and distribution (Use Class B8) uses and other site suitable employment uses, and initiatives to improve (through refurbishment, subdivision or replacement) existing buildings, to allow their continued contribution to the local economy:

Policy E2 EMPLOYMENT ALLOCATIONS

The following sites, as shown on the Policies Map, are allocated for new employment within Use Classes B1, B2 & B8, and other uses to meet employment needs over the plan period.

There is a need to find a robust approach to setting a minimum marketing period in policy, as any policy requirement would need to accommodate the NPPF requirement to avoid the long term protection of employment land if there is no reasonable prospect of its use. This section attempts to quantify what the NPPF 2019 “no reasonable prospect”¹ of development might mean in terms of suitability, vacancy and marketing of prospective sites. The outcome will be considered along with other evidence to inform Darlington’s policy approach to the allocation and protection of employment land.

Evidence from the market suggest including the that the median marketing periods for employment premises are approximately 24-35 months Strategic Employment Sites (as identified in E1 and E2) (**Symmetry Park, Ingenium Parc, Greater Faverdale and Central Park**) , around 20- 30 months for new allocated employment sites (E 2) and approximately 18- 24 months for retained employment areas (E1).

¹ (NPPF 2019, Paragraph 120 and PPG 22 July 2019 on: Provides guidance on making effective use of land especially REFERENCE ID 66-001-20190722 “What evidence can be used to help determine whether land should be reallocated for a more deliverable use?” Namely: When considering whether there is a realistic prospect of an allocated site being developed for its intended use, it may be relevant to take into account factors such as:

- the length of time since the site was allocated in the development plan;
- the planning history of the site including any planning applications or pre-application enquiries;
- whether there is evidence that the site has been actively marketed for its intended use for a reasonable period, and at a realistic price; and
- whether there are any changes of circumstance that mean that take-up of the site for its intended use is now unlikely.

When evaluating whether there can be considered to be 'no reasonable prospect' of a site being occupied for employment use, it may be more appropriate to consider the upper marketing durations. However, these market findings sometimes underestimate actual marketing periods, as landowners or agents may be inclined to withdraw advertisements for vacant sites, and then re-advertise on the market in the hope of attracting fresh interest.

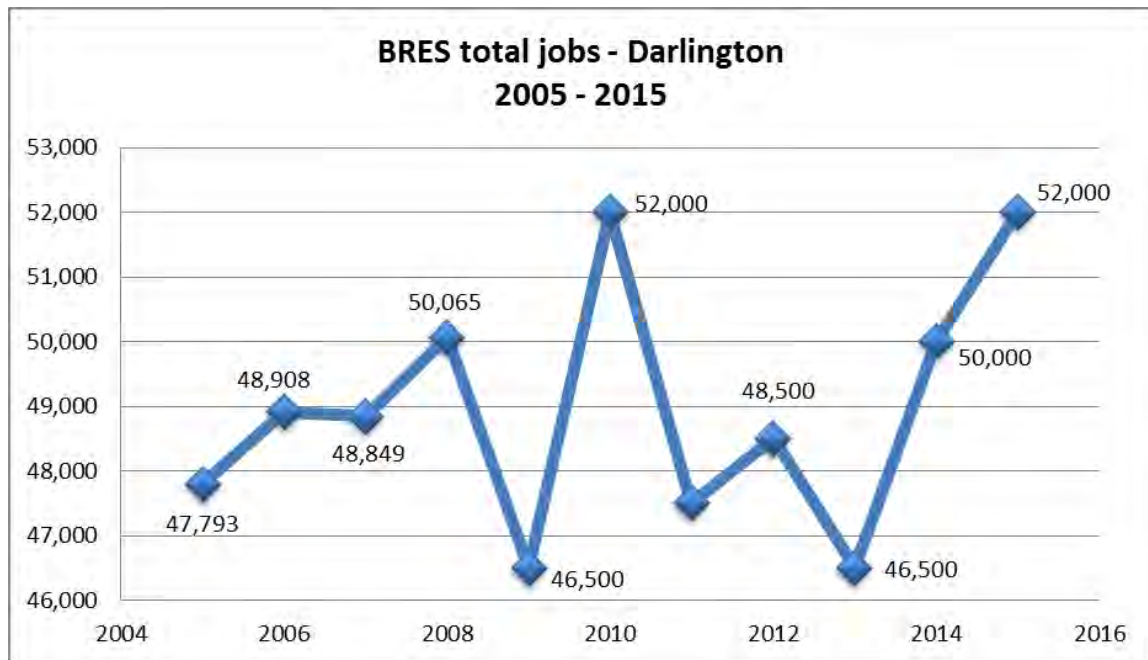
The distinction between marketing periods reflects the findings of the market for sites in the different categories and also supports a strategic policy approach of affording a greater degree of protection to land within Strategic Employment Areas and new allocations and a lesser degree of protection to land within retained employment areas.

DARLINGTON FUTURE EMPLOYMENT NEEDS REPORT SEPTEMBER 2017

ECONOMIC FORECASTS

1. In August 2017 Darlington Borough Council commissioned Oxford Economics to revise previously calculated economic forecasts for Darlington to support the development of our local plan.
2. The Oxford Economics forecast covers a period up to 2037 (Annex 1) and break down demographic data such as population, employment levels as well as number of jobs by sector and the economic contribution of those jobs and indeed Darlington to the national economy.
3. The revised dataset for Darlington produced in 2017 opposed to the previous version we commissioned in 2015 (Annex 2) now takes into account likely economic impacts of a *hard Brexit*. This *hard Brexit* stance means the data in the 2017 model provides a worst case scenario.
4. The Oxford Economics model uses Office for National Statistics official datasets to provide past performance data which their model then uses to calculate anticipated future trends. As such the data has been subject to considerable peaks and troughs throughout that period. Depending on the period in question the annual growth rate can vary quite considerably, this coupled with further uncertainty over the UK's future economic performance in light of Brexit adds credence to the conservative nature of the forecasts provided by Oxford Economics.
5. All economic forecasts, such as Oxford Economics, Cambridge Econometrics and Experian, take into account global market signals by sector and try to reflect anticipated future challenges and opportunities each sector faces. Providing a more accurate picture of growing and declining sectors nationally.
6. A key document that identifies future employment trends is the 2014 UK Commission of Employability & Skills; Working Futures report which anticipates job creation and replacement demand in the UK by sector up to 2024. (Annex 3)
7. The employment jobs data included in the forecast, particularly the breakdown of total job numbers and by sector uses Office for National Statistics BRES (Business Register and Employment Survey) data as the initial source which is then projected forward and weighted to assumptions on future growth or decline by sector.
8. It must be noted that BRES data (Annex 4) is volatile due to being an annual survey conducted nationally and then weighted to calculate local area performance. Subsequently at a local authority level this creates significant fluctuations in Darlington's total job numbers from one year to the next evident in the graph below.

APPENDIX V Employment Needs Assessment 2017



*Note the 2016 BRES data will only be released at the end of September 2017.

OXFORD ECONOMICS FORECAST FOR DARLINGTON 2016 - 2036

9. Oxford Economics revised forecasts anticipate a smaller population growth of 1,000 additional people living in the borough (106,000) by 2036 compared to the 2015 dataset which forecasted 109,600 total residents by 2032.
10. The revised forecast also anticipates a larger decline in working age population than previously anticipated. By 2036 Darlington's working age population (aged 16-64) will have decreased by - 8%, from 65,000 people to 57,000.
11. This suggests Darlington will have 8,000 less people in the labour market to fill local jobs.
12. Albeit national government policy such as rises to the pension age coupled with people living and working longer make it difficult to calculate an accurate figure for those removed from the labour force by 2036, as it is widely recognised most people will work beyond the age of 64, thus extending the age profile of the working age population.
13. In addition to this the forecast identifies that by 2036, Darlington will have 2,500 residents net commuting outside of the borough representing 4.4% of the working age population. This figure seems dramatically different to the 2011 census data which showed 71.2% of Darlington residents as working in the borough and 28.8% commuting out.
14. The 2011 census also showed 35.3% of Darlington jobs are filled by in commuters.

Planning policy consideration: While this is a high level of in commuters which as a 'policy on' we may wish to reduce, actively planning to dramatically change this to something more like 4% as the forecast suggests detrimental impact to other local authority areas and as such may cause complications in terms of Darlington being defined as a housing market area.

15. This is not an issue unique to Darlington and is supported by national demographics but nevertheless proves problematic when calculating Darlington's future employment needs.

Planning policy consideration: What impact will national policy changes such as increases to pension age have? More people will likely be in the workplace beyond 64. What is the anticipated age profile of Darlington residents by 2036 - question will revised ORS report provide this? Worth seeking advice from ATLAS RE: How to plan for this.

16. The 2017 Oxford Economics report forecasts that by 2036 Darlington will have a total of 57,000 employee jobs; this is -1,300 than the 2016 level of 58,300.
17. This is a change from the 2015 Oxford Economics report which forecasted Darlington would create 100 new jobs by 2032. Furthermore, previous economic forecasts carried out on behalf of Darlington Borough Council in 2012 by Experian and TBR also both showed a net increase of 100 jobs by 2032.
18. The significant change in the outcome of the forecasts can be attributed to the Hard Brexit assumptions now being adopted, which anticipates a detrimental impact on the UK economy.

Planning policy consideration: What are the wider impacts of this on the plans demographic assumptions such as population and number of dwellings needed?

19. The 2017 data provides a breakdown of job numbers by sector which reveal the following sectors will see the largest loss in total jobs; Manufacturing (-1,500), Public administration & defence (-600), Education (-400) and Wholesale and retail trade, repair of motor vehicles (-400).
20. The 2017 projections also anticipate jobs growth in the following sectors; Professional, scientific and technical activities (+600); Administration and support services (+500), Information and Communications (+300), Human health and social work (+200) as well as those linked to Culture (+300).
21. The table below shows the forecasted jobs growth / decline in Darlington by 2036 compared to 2016.

A: Agriculture, forestry and fishing	No change
B: Mining and quarrying	-100
C: Manufacturing	-1,500
D: Electricity, gas, steam and air conditioning supply	No change
E : Water supply; sewerage, waste management and remediation activities	-100
F : Construction	+100
G : Wholesale and retail trade; repair of motor vehicles and motorcycles	-400
H : Transportation and storage	-100
I : Accommodation and food service activities	+100
J : Information and communication	+300
K : Financial and insurance activities	-300
L : Real estate activities	No change
M : Professional, scientific and technical	+600

activities	
N : Administrative and support service activities	+500
O : Public administration and defence; compulsory social security	-600
P : Education	-400
Q : Human health and social work activities	+200
R : Arts, entertainment and recreation	+100
S : Other service activities	+100
Total	-1,300

25. Interestingly of the sectors identified above for facing the largest decline in jobs across the plan period, Wholesale and retail trade, repair of motor vehicles has one of the largest anticipated GVA growth of all Darlington sectors by 2036 of £74.9 million into the economy showcasing although there may be less employment in this sector there will be significant productivity gains through the introduction of new technology and processes making Darlington a more cost effective business location. Similarly Manufacturing is also anticipated to see GVA growth across the plan period as the sector moves away from traditional manufacturing methods and applies more advanced manufacturing processes which will result in less jobs but those that remain will be efficient and of a higher economic value.
26. Broader than just the sectors identified for anticipated jobs decline, the forecast actually provides a positive productivity outlook for the borough with an anticipated increase of £779.9 million added back to the national economy through Darlington's business / employee base. This represents an increase of 29.9% across the plan period 2016 - 2036.
27. The sectors that will see the highest economic growth through value added by 2036 are; Information and communications (+£234.1M); Human health and social work (+£90.5M), Professional, scientific and technical (+£89.7M). The table below shows the total increase in GVA between 2016 and 2036, broken down by all sectors;

Employment sectors	Difference in GVA 2016 - 2036
A: Agriculture, forestry and fishing	+£0.5M
B: Mining and quarrying	No change
C: Manufacturing	+£6M
D: Electricity, gas, steam and air conditioning supply	No change
E : Water supply; sewerage, waste management and remediation activities	+£5.1M
F : Construction	+£13.9M
G : Wholesale and retail trade; repair of motor vehicles and motorcycles	+£74.9M
H : Transportation and storage	+£25.4M
I : Accommodation and food service activities	+£32.8M
J : Information and communication	+£234.1M
K : Financial and insurance activities	+£60M
L : Real estate activities	+£84.2M
M : Professional, scientific and technical activities	+£89.7M
N : Administrative and support service activities	+£66.4M
O : Public administration and defence; compulsory social security	-£17.3M
P : Education	+£1.4M
Q : Human health and social work activities	+£90.5M
R : Arts, entertainment and recreation	+£3.1M

S : Other service activities	+£8.5M
Total	+£779.9M

28. The contrasting forecasts produced by Oxford Economics for employment and GVA in Darlington are predicted on recent changes in the balance of the economy and suggest that in order for the future economic performance to be as positive as possible the focus must be on bringing higher value jobs to Darlington.

TEES VALLEY COMBINED AUTHORITY JOBS TARGETS

30. In July 2016 Tees Valley Combined Authority (TVCA) published the Tees Valley Strategic Economic Plan, the Industrial Strategy for Tees Valley 2016 - 2026 (Annex 5).
31. This document precedes the previous Tees Valley Strategic Economic Plan (SEP) 2014 - 2024 published by Tees Valley Unlimited (TVU), the areas local enterprise partnership (Annex 6).
32. The 2016 refresh of the Tees Valley SEP reflects changes and new powers and funding that has been unlocked through the Tees Valley devolution deal and reflects the establishment of the Tees Valley Combined Authority as well as taking into account achievements and changes locally since the 2014 SEP was produced.
33. Both the 2014 and the revised 2016 documents outline an ambition for Tees Valley to create an additional 25,000 new jobs across the plan period. This is in addition to the replacement demand needs of Tees Valley Businesses of 115,900 which will also occur due to current Tees Valley employees across all sectors reaching retirement age and leaving the labour market.
34. The 25,000 jobs figures are recognised in both documents as being ambitious targets, the 2016 - 2026 document goes on to explain that based on national UK growth rates, if Tees Valley were to match national anticipated growth rates over the next ten years the number of employees would actually increase by just under 11,000, 14,000 less than the ambitious target set.
35. The rationale behind the 25,000 jobs target was identified in a 2014 report McCreadie produced on behalf of TVU (Annex 7). Essentially the 25,000 jobs were calculated to raise Tees Valleys in employment figure up to the national average. To do this it was identified we would need an additional 25,000 jobs to ensure enough jobs per working age population to ensure Tees Valley meets its economic potential.
36. The revised 2016 Tees Valley Strategic Economic Plan (SEP) refresh reassessed the employment growth target to consider if the targets should be changed, while the total new jobs figure remains the same as the 2014 - 2024 figure there has been changes in anticipated jobs figures by sector as the table below demonstrates.

Net Job Creation, 2016-2026	Original	Revised
Low Carbon / Process, chemical and energy	+2,500	+2,000
Advanced Manufacturing	+2,500	+1,500
Other Manufacturing	-5,000	-4,000
Construction	+4,000	+3,000
Professional and business services	+8,000	+7,000
Logistics	+2,000	+3,000
Digital	+2,000	+3,000
Higher Education	+1,000	+1,000
Health and social care	+4,000	+3,500
Services	+4,000	+2,000
Culture and leisure	-	+3,000
Total	+25,000	+25,000

37. While Tees Valley Combined Authority are yet to break down the Tees Valley job targets in the SEP refresh to local authority level previous work by TVU to the 214 targets indicated a proposed split by local authority and sector. (Annex 8)
38. TVU estimated Darlington's share of the ambitious 25,000 Tees Valley jobs target would equate 5,990 additional Darlington based jobs by 2024. This was calculated by looking at each local authority's current sector split and recent economic growth.
39. It is anticipated much of the new jobs in Darlington will be within the Professional & Business services, Health and Social care and Construction sectors. The table below identifies the sector break down of these jobs.

	Darlington
Advanced Manufacturing & Low Carbon	900
<i>Other manufacturing</i>	<i>-700</i>
Construction	1000
Professional & Business Services	1800
Logistics	500
Digital	500
Higher Education	100
Health & Social Care	1400
Other services	490 (-210)
Total	5,990 (-300)

40. While the refreshed 25,000 Tees Valley jobs target has not been broken down to local authority level yet it is anticipated that Darlington's share will remain at a similar level of approx. 6,000 additional jobs created over a ten year period up to 2026.
41. If we were to take the TVCA figure of 6,000 jobs by 2026 and project that forward to 2036 that would suggest we will create an additional 12,000 jobs over the 20 year plan period.

42. If you then add this to the most recent (2015) BRES total employee jobs for Darlington that would mean by 2036 Darlington will have a total of 64,000 jobs.

Planning policy consideration: Having a jobs number higher than the working age population and current commuting ratio would have a significant impact on the entire local plan as Darlington could no longer be considered a contained housing market area for plan purposes. Darlington won't have enough workers to fill the jobs so we will have to rely on either increased in commuting, taking working age residents from neighbouring authorities to meet our jobs needs or increased migration of workers to move here to fill the jobs. Both of these scenarios will prove problematic in terms of duty to cooperate as well as gaining approval from the inspectorate, leaving Darlington in a similar position as Durham whose plan was rejected by the Secretary of State for being unrealistic by saying they would house people but rely on other authorities, specifically Sunderland, to provide jobs for their residents. For context our current ONS migration data taken in June 2013 shows we have 3,627 people coming into Darlington to live from within the UK and 3,653 leaving to move elsewhere so we are actually losing 30 people a year to migration.

HISTORICAL DARLINGTON EMPLOYMENT TRENDS

44. Employment jobs figures for local authorities are available from two key sources, Census data and the Office of National Statistics BRES (Business Register and Employment Survey) data released annually. The limitations of the BRES data at a local authority level have previously been discussed in points 7 and 8 of this report; we also believe both the 1991 & 2001 census data was incorrect for Darlington having undercounts as evidenced in (Annex 9).
45. However we know from recent Inspectorate responses including Cornwall & Cambridge, the Inspectorate consider the latest national available statistics to be the most reliable. To demonstrate this see extract below from the inspectorates written response to Cornwall;

*"3.4 A number of representations indicate that past projections for Cornwall by the Office for National Statistics (ONS) and Department of Communities and Local Government (DCLG) over-estimated future growth compared with what actually happened and that therefore they are not a reliable basis for planning. **Since the Census of 2011, ONS has undertaken considerable updating and correcting of the data that is used for population/household projections to ensure that projections are as robust as possible. I have not seen evidence to demonstrate that past projections were so out of step with what occurred in Cornwall compared with elsewhere or that such large variations would occur in the future to justify a departure from national policy/guidance on their use as the demographic starting point.**"*

46. With this in mind, the table below identifies the change in jobs numbers in Darlington across a range of ten year periods. The table also identifies the official national source for the data and whether the period in question was that of sustained growth, prolonged recession or indeed a period of both economic growth and decline.

Timeframe	Source	Period of Growth	Period of Recession	Job change
1998 – 2008	BRES	✓		6134
1991 - 2001	CENSUS	✓	✓	5965
2001 - 2011	CENSUS	✓	✓	6223
2002 - 2012	BRES	✓	✓	3269
2005 - 2015	BRES	✓	✓	4207

47. While the table above demonstrates the fluctuations in historic trends across a range of periods, given the inspectorates view that most recent national statistics should be used, we can historically prove that across a ten year period of both recession and growth Darlington businesses created +4,207 FTE jobs.

SUMMARY

48. The Oxford Economic projections for Darlington are far too low and although they provide useful insight into the likely economic impact of a 'hard Brexit' the figure of -1,300 jobs in Darlington by 2036 is not something we can plan for as it doesn't support the governments ambitions for growth which have to be accounted for in the local plan making process. The Oxford Economic projections are also not an approach Council would support. Furthermore, given Darlington's recent economic successes including being the 7th fastest growing economy in the UK of 238 local authority areas in 2015 based on GVA and on a range of positive indicators we can make a valid case for why the projections are unreliable.

49. There are several concerns with using the TVCA ambitious jobs target figure as Darlington's future employment needs figure for several reasons;

- (a) The TVCA jobs targets are clearly stated as ambitious. As such they far exceed UK growth forecasts nor do they consider the likely impact of Brexit on economic growth. Even if the UK doesn't pursue a 'hard Brexit' ongoing uncertainty will impact on business investment decisions, there will also be a significant reduction in funding to support economic growth.
- (b) The 25,000 jobs figure was initially calculated to bring Tees Valley's 'in employment' level to the national average. Darlington's economy is different to our Tees Valley neighbours and as such we have continued to have an 'in employment' figure, higher than the Tees Valley, North East and national levels. Currently Darlington's 'in employment' rate is 75%, compared to 68.7% for Tees Valley, 69.8% for the North East and a 74.2% for the national average. While we still have unemployment in the borough of 6.4% and are keen to support all residents in achieving economic prosperity, we have to be realistic when considering the level our 'in employment' figure could rise to.
- (c) If Darlington Council chooses to adopt the TVCA jobs target and project that forward to cover our entire plan period of an additional 12,000 jobs or a total of 64,000 employee jobs in the borough by 2036. As any increase in the jobs figure will need to be within the working

age population projections to align this and ensure we are not stating we will need to create even more dwellings or take workers from other areas (as this was an issue in Durham).

(d) As mentioned previously in this report Darlington has an ageing population and it is anticipated this will mean by 2036 less residents will be of working age (16-64), while increases in the pension age may extend the working age population beyond 64, it is highly unlikely Darlington will be able to maintain its current working age population of 65,000. Even if we still had 65,000 residents in the labour market, working to the TVCA job target would mean Darlington's 'in employment' level by 2036 would be 98.5% otherwise we would be expecting increases in the number of in commuters.

50. Therefore I feel the best option for us to use as our revised employment need comes from projecting the most recent trend on actual number of jobs created in the borough available from national statistics (BRES 2005 – 2015) forward by twenty years to cover the plan period.
51. That would suggest we can look to achieve 8,414 FTE jobs across the plan period at a reasonable level of growth. Using this approach would also fit with what the inspectorate deemed adequate in both the Cornwall and Cambridge responses as they recommend only using historic data going back 10 years otherwise it is too inaccurate.
52. From this we can take off the number of Darlington residents that are now 'in employment' that has occurred since the 2015 BRES data was produced, as evidenced through the most recent ONS annual population survey (April 16 – March 17), which equates to 1,900 residents that are now 'in employment'.
53. This would then suggest across a twenty year period of realistic growth Darlington will create an additional 7,034 FTE jobs by 2036.
54. The table below provides further detail on Darlington current job numbers and changes by sector since 2012. 2012 has been used as this is when Darlington's economic strategy became adopted and provides a useful picture in terms of most recent market trends.

Manufacturing (C, D & E)	4,000	7.7	+1000
Construction (F)	1,500	2.9	-2,500
Wholesale and retail trade; repair of motor vehicles and motorcycles	7,000	13.5	No change
Transportation and storage (Logistics)	2,500	4.8	No change
Accommodation and food service activities	3,500	6.7	+500
Information and communication	3,000	5.8	No change
Professional & Business services	11,250	21.7	+2,900
Public administration and defence	3,000	5.8	No change
Education	5,000	9.6	+2,000
Human health and social work activities	9,000	17.3	No change
Arts, entertainment and recreation	800	1.5	-200
Other service activities	800	1.5	+100

55. The table below anticipates the sector split of the additional 7,034 FTE jobs haven taken into account anticipated future sector performance reflected in the UKCES Working futures document (Annex 3) as well as recent trends in job creation in the table above.

Manufacturing (C, D & E)	+500
Construction (F)	+1,294
Wholesale and retail trade; repair of motor vehicles and motorcycles	-200
Transportation and storage (Logistics)	+600
Information and communication	+500
Professional & Business services (K, L, M & N)	+2,500
Public administration and defence	-200
Education	+90
Human health and social work activities	+1,400
Culture & Leisure (I, R & S)	+550
Total	7,034

56. The table below then breaks down these anticipated job numbers to estimated floor space requirements which can be considered as part of the HEELA process. Note: the data has been calculated using publicly available guidance from HCA contained within the [Homes & Communities Agencies Employment Densities guide: 3rd edition released in 2015](#) (Annex 9).

Manufacturing (C, D & E)	500	B2	Industrial & Manufacturing	36	18,000 sqm
Construction (F)	1,294	n/a as construction will mainly be on building sites etc			
Wholesale and retail trade; repair of motor vehicles and motorcycles	-200				
Transportation and storage (Logistics)	600	B8	Regional Distribution centre	77	46,200 sqm
Information and communication	500	B1a	General office	12	6,000 sqm
Professional & Business services (K, L, M & N)	2,500	A2	Financial & Professional services	16	40,000 sqm
Public administration and defence	-200				
Education	90	B1 a	Public Sector	12	1,080 sqm
Human health and social work activities	1,400	B1 a	General office	10	14,000 sqm

Culture & Leisure (I, R & S)	550	D2	Visitor & Cultural Attractions	40	22,000 sqm
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PLANNING POLICY CONSIDERATION:

REGENERIS GLADMAN APPEAL

As part of the Gladman appeal Regeneris stated that oxford economics reported a 5,000 jobs growth over the plan period (which we now know to be incorrect).

They also justified some of this looking at the compound growth rate for jobs of 0.5%, in context the national compound growth rate is 0.7% and North East is 0.2%.

APPENDIX VI Market Assessment for Employment Sites in Darlington 2017

Darlington Commercial and Industrial Property Market Update & ELR 2017

Prepared on behalf of:

Darlington Borough Council

November 2017



Quality Assurance Record	
Checked By:	
Date:	30/10/2017
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1 Introduction

1.1 PROJECT BACKGROUND

Darlington Borough Council (the Council/DBC) is seeking to update their employment land and premises study. This key document forms part of the evidence base which will guide future development, underpin allocations within the Local Plan and identify the key land and premises needed to deliver the economic growth aspirations for the area. To assist in this update, Cushman & Wakefield (C&W) has been commissioned to provide a Darlington Commercial/Industrial Property Market Update & ELR Site Review. Our commission is to deliver the following services:

- Updated commentary on the market for employment space within Darlington;
- Overview of current employment site within Darlington; and
- Updated commentary on viability and delivery issues of bringing forward further commercial space within Darlington.

This report updates work previously undertaken by C&W (then DTZ) in conjunction with Nathaniel Litchfield & Partners. This original report was published in 2013. To prepare the necessary advice C&W has relied on our own market facing experience of letting and selling commercial accommodation within Darlington and the wider North East region. We have then supplemented first hand engagement with other commercial property agents, our in house database over transactional evidence from the town and the published data from sources such as office of national statistics, CoStar and the Estates Gazette.

1.2 STUDY APPROACH & REPORT STRUCTURE

To satisfy the requirements of this study this report looks at the following sections:

- **Section 1: The Market for Employment Premises** – this section provides a review of the office and industrial property market sectors. Looking firstly at a national and regional basis to set in context the operating market for providing specific comments on Darlington as a location. We will review Darlington's key office and industrial locations, headline rental levels and takeup figures and we have also undertaken direct engagement with local property agents to understand the strengths and weaknesses of Darlington's office and industrial markets.
- **Section 2: Review of Current Employment Land**– this section provides an overview of the Council's existing employment land allocations looking at the relative strengths and weaknesses of each of the sites and our expectations as to whether they are suitable for short, medium and long term re-development for further employment use.
- **Section 3: Viability and Delivery** – this section will look at the key issues and constraints to development of further space in Darlington and some of the issues that should be addressed as part of the investment work undertaken by the Council.

We understand this report is to assist the Council in reviewing the employment land portfolio. While we provide commentary on each specific site currently forming the portfolio we make no recommendation as to the overall scale of the portfolio required not the addition or subtraction of specific sites in the portfolio. The final employment land allocations will be the decision of the Council only.

2 The Market for Employment Premises

This section provides an overview of the commercial property market within Darlington, considering the key drivers of demand and the attractiveness of the area in comparison to competing locations across the North East. The findings are based primarily upon discussions with a number of commercial agents and C&W's own experience of acting as commercial agents in the area. They have been supplemented by undertaking desk based research, drawing upon websites such as EGi, Costar, Rightmove and PROMIS.

2.1 THE OFFICE MARKET

2.1.1 National Market Overview

The UK economy continues to face political uncertainty following the UK's decision to leave the European Union and as a result of the snap general election in June. This is evident in the three CIPS (Chartered Institute of Procurement & Supply) surveys which reported slower growth in June, signalling that the economy may lose some momentum in H2 2017. The rise in inflation has also acted as a drag on consumer spending, slowing the consumer drive witnessed earlier this year. Overall, services businesses' domestic sales have slipped, as has investment and hiring intentions.

The Central London leasing market has had a strong start to the year with Q2 letting activity above the 5 year quarterly average. Media, tech and flexible offices have been responsible for the majority of transactions absorbing the fall in demand for office space from banking and finance occupiers. Rental levels have remained relatively stable, but a mixed picture is evident with declines in some submarkets and growth in others.

Regional offices remain at risk of decisions being delayed. Occupies continue to seek greater flexibility given uncertainty surrounding the economy, however, larger corporate occupiers for now remain real estate and business strategy driven; focused on longer-term commitments. This is reflected in the regional take-up figures for 2016, which totalled 475,000 sq m (5.1 million sq ft), just short of the record total of 490,000 sq m (5.3 million sq ft) in 2014. This was largely driven by pre-lets and high local market churn.

Within the regions the availability of Grade A accommodation continues to fall. High occupier activity continues to erode current availability and the amount of new development space released to the market on completion is reduced as a result of significant pre-lets signed during construction. Notably in 2016, 43% of all the new development space was let on completion and in 2017 21% of the space is already taken.

The combination of high demand for new space, brought on by a number of significant requirements, and low Grade A availability, is expected to result in prime rental growth in 2017.

Looking specifically at the North East, after a slow start to 2016 letting activity spiked in Q4 2016 where 45% of the annual volume was taken. The most significant deal was signed by Gateshead Council which took 1,850 sq m (20,000 sq ft) at the Open University Building at Baltic Quays. A lack of Grade A space continues to prevent any larger deals taking place, with a flurry of smaller deals, particularly in Q4 2016, resulting in availability falling by 25%. The average deal size in 2016 was sub 465 sq m (5,000 sq ft).

2017 has started well with take up of 19,557 sq m (210,502 sq ft) in Q1, compared to 16,048 sq m (172,747 sq ft) in Q1 2016. However, we expect the figures to show a slowdown in Q2, resulting in H1 outcome to be broadly in line with 2016. Prime headline city centre rents in the region are now breaking through £247.57 per sq m (£23.00 per sq ft), with new developments seeking to target £269.11 per sq m (£25.00 per sq ft). This can partly be attributed to a lack of stock across region's City Centre markets, of which there is only 5,574 sq m (60,000 sq ft) of new development onsite

(Vaux Sunderland) and circa 23,225 sq m (250, 000 sq ft) of Grade A immediately available. To put this into context, there are currently in excess of 37,160 sq m (400,000 sq ft) of active requirements across the North East Region.

Funding for new office development in the north east remains difficult and as a result there are expected to be limited, if any, new completions across the next 12 to 24 months. In response, a number of refurbishments are underway which will bring circa 10,220 sq m (110,000 sq ft) to the market, however there is a real need for new Grade A accommodation. With diminishing stock levels it is expected that there will be a hardening of incentives and pressure on rents, supporting some rental growth.

Looking ahead, while occupier activity is anticipated to remain cautious during the Brexit negotiation period it is not expected that there will be a material impact on real estate markets in the short-term. While business sentiment is expected to remain positive, the headwinds of political uncertainty, rising inflation and the de-valuation of the pound continues to squeeze consumer driven industries.

2.1.2 Darlington Market Overview

Darlington's economy has historically been similar to other cities and towns within the North East, being based on heavy industries. Darlington's economic base was concentrated in the railway and heavy engineering sectors, although following the decline in these industries during the 1960s there was a significant impact to the local economy. A number of large engineering companies still exist today, including Cummins Emissions Solutions, Amec Foster Wheeler and Whessoe Engineering.

Darlington's economy is now much more diverse, with employment in a variety of manufacturing enterprises, call centres and the service sector. It has proved successful in attracting a number of large office occupiers including Darlington Building Society, Student Loans Company and EE.

Having specific regard to the office market, the traditional office core was historically concentrated within Darlington Town Centre. This centrally located office stock is however, for the most part, dated and does not benefit from onsite car parking facilities. The rent passing in respect of the town centre accommodation ranges between £64.59 and £86.11 per sq m (£6.00 and £8.00 per sq ft) depending on age and specification.

Over recent years, market demand for office accommodation in Darlington has been relatively low and this is demonstrated by the poor take up rates witnessed across the town. This is further exacerbated by the lack of good quality accommodation, which is demanded by modern office occupiers. Since 2004 there have been a number of new office developments completed in Darlington including Morton Palms, Faverdale and Lingfield Point, with headline rents in the region of £139.93 to £150.70 per sq m (£13.00 to £14.00 per sq ft). While each has let reasonably well there remains a limited supply of Grade A accommodation suitable for modern occupiers.

2.1.5 Office Take Up

C&W has sought to establish average takeup levels for office accommodation. To do this we have utilised our own internal research and publically available data from EGi and Costar.

The EGi and Costar databases compiles data on office leases directly from office agents. Their database shows that between 2012 and 2017 average take up of office accommodation in Darlington was 4,794 sq m (51,603 sq ft) per annum with take up in 2016 amounting to 2,825 sq m (30,411 sq ft). It should be noted that, as with any analysis of this type, average figures will be distorted by the occasional large transaction.

The EGi database also records office property currently available within Darlington. Currently listed are office premises totalling 16,494 sq m (177,544 sq ft). This equates to approximately 10% of total stock and based upon long term averages, indicates that there is currently in the order of 3.4 years supply available.

2.1.6 Office Agent Feedback

We have spoken to agents from the following firms who operate in the Darlington office market:

- Knight Frank
- Cushman and Wakefield
- Carver Commercial
- Connect Property

The following feedback was provided in respect of Darlington's office market:

- As with the wider north east the office market in Darlington has been subdued in recent years.
- The town has a number of characteristics which makes it unique to other locations within the Tees Valley area, most notably its strategic location on the A1 (M) and East Coast mainline.
- The Darlington office market is relatively insular, generating most of its demand from existing businesses located within the town. This may be the result of the quality and size of stock on offer.
- Lingfield Point has been the focus of office activity over the last five years, with the conversion of former industrial units into office accommodation. While not traditional, the scheme provides good quality refurbished space and benefits from excellent transport links due to the opening of the Eastern Transport Corridor (B6279).
- There is a lack of quality accommodation and accommodation of any scale, with Lingfield Point and the recently refurbished Meridian office building being the only units that deliver quality accommodation and are able to accommodate a large requirement.
- Lingfield Point provides some of the best quality accommodation at the current time, however the space is relatively 'quirky' and won't necessarily suit corporate occupiers.
- The market for Grade A office accommodation within Darlington Town Centre is untested, with no provision at the current time.
- If there was a requirement for Grade A accommodation in Darlington Town Centre there would be nowhere to satisfy it at the current time.
- Demand for office accommodation in Darlington mostly comes from the professional service sector (i.e. accountants, solicitors, planners, architects, finance) and the public sector.
- Typical requirements for office accommodation in Darlington are up to 279 sq m (3,000 sq ft), with the largest requirements usually around 929 to 1,115 sq m (10,000 to 12,000 sq ft).
- The largest deal recently was a letting of circa 1,394 sq m (15,000 sq ft) of accommodation at Yarm Business Park to Highways England, which completed in October 2016.
- There is currently a requirement for between 3,252 and 5,110 sq m (35,000 and 55,000 sq ft) of office accommodation in the Tees Valley, with a stated preference to be based in Darlington. It will be difficult to accommodate this requirement in the town at the current time.
- Headline rents for the best quality accommodation are currently in the region of £129 to £151 per sq m (£12 to £14 per sq ft). Rents drop off significantly for secondary accommodation and town centre stock, ranging between £65 to £86 per sq m (£6 and £8 per sq ft).
- Incentives of around 12 months' rent free for 5 year term certain is typical. In some cases landlords are contributing fit out to secure tenants.
- Unlikely that the scale of Grade A office accommodation proposed for the town centre will negatively impact on other Tees Valley locations, with occupiers likely to be businesses' already situated within Darlington looking to expand or to occupy better quality accommodation.

2.2 THE INDUSTRIAL MARKET

2.2.1 National Market Overview

The North East economy has experienced significant changes from its traditional reliance on heavy industry of the past. There is now a strong presence of domestic, international and global companies who have chosen to locate in Tyne and Wear, County Durham, Northumberland and Teesside.

Nissan can be seen as one of the more successful companies with their plant in Washington, Tyne & Wear now recognised as one of Europe's most productive plants and the UK's largest car producer. It currently employs over 7,000 staff and with a current recruitment drive the investment in the plant highlights their continued confidence in the region and to a certain extent defying fears following the EU Referendum in 2016. The plant has secured the next run of Quashqai and X-Trail models safeguarding production lines which continues to take Nissan Sunderland from strength to strength. They have also recently unveiled a new press facility with total investment standing at £37 million. More than 10 metres in height with foundations deeper than 6.5m, the giant facility will press body sides and other panels for vehicles including the Quashqai, Juke, Nissan Leaf and the two Infiniti models Q30 and QX30.

Elsewhere in the region Newton Aycliffe in County Durham became the home of Hitachi's £4.5 billion state contract to build express train carriages. Further successful contract tenders have secured the plants future creating further jobs for the region and bringing substantial investment in to the North East economy over the next 20 years.

In terms of driving forces behind the north east market there is currently an extremely limited supply of grade A and quality space and unlike the more active regions, the majority of developers are still reluctant to consider speculative development of any scale. The restricted supply within the North East is expected to result in more build-to-suit deals over the coming years although space is limited along the main transport corridors in the region, namely along A1 and A19. As a result occupiers are now also considering the refurbishment of poorer quality buildings in exchange for a good location.

The Tees Valley includes the towns of Stockton on Tees, Middlesbrough, Hartlepool, Redcar and Darlington. It was estimated in 2014 that the population of the Tees Valley was circa 700,000 with the largest concentration within Stockton on Tees, followed by Middlesbrough.

Road communications throughout the Tees Valley are good with the A1(M) and A19 connecting to the main arterial road network of the UK. As an industrial location the Tees Valley benefits from the Tees & Hartlepool Ports (Teesport), which is the third largest port by tonnage in the UK. Teesport is operated by P D Ports and is a major deep sea complex in the heart of the industrial Tees Valley. It covers 400 hectares (988 acres) situated along the southern bank of the River Tees.

Tees Dock, the main deep water facility located at the mouth of the River Tees handles over 6,000 ships per year and is associated with petrochemicals, manufacturing containers, engineering and distribution. Teesport's location and deep water capability means it is a vital trading link between the UK and mainland Europe. This scale means it is one of the most influential factors for employment space across the Tees Valley, including Darlington.

There are a number of well-established industrial locations throughout the Tees Valley, with Teesside having benefitted from the port related activities as well as the oil and gas industries, both onshore and offshore. Over recent years however, the volatility within the latter sector has impacted upon certain occupational dynamics. Similarly the closure of the Redcar Blast Furnace and Teesside's steel works has brought more uncertainty to the industrial market. The remaining operational element of Tata Steel now British Steel was however secured by Greybull

Capital.

In terms of modern quality units, there is nothing in the development pipeline and very little availability of new space. As such there is competition for good quality buildings.

2.2.2 Darlington Market Overview

Focusing on Darlington, the industrial market is traditionally focused around Faverdale to the west, Lingfield to the east and Durham Tees Valley Airport with smaller, older accommodation positioned on the northern edge of the town centre around Cleveland Street.

Faverdale provides ready access to the A1 and has historically successful in attracting logistics businesses including distribution hubs for Argos and Aldi, along with haulier George Allinson Transport. Further logistics operators have however been hard to secure and the site often felt to provide only a limited service area when compared against other locations further north and south along the A1(M).

The Lingfield /Yarm Road area lies on the eastern edge of the town, bordered by the A66 and comprises a broad mix of commercial uses including office and industrial occupiers, retailers and a hotel. The position of this general industrial location has meant many of its businesses closely align themselves with the wider Teesside conurbation (including Teesport) and general market sentiment indicates that it is this direction in which greatest economic growth will be delivered

There are proposals to develop further industrial accommodation in the Lingfield/Yarm Road area, with outstanding planning permission for 12,727 sq m (137,000 sq ft) of B1 offices, 120,773 sq m (1.3 million sq ft) of warehouse and factory accommodation and 3,530 sq m (38,000 sq ft) of hybrid business units.

At Durham Tees Valley Airport the estate has been developed in a piecemeal fashion and, while the obvious connection to the airport provides opportunities to attract occupiers, the estate's position equidistant between Darlington and Stockton also gives opportunity to pull in tenants. Most recent activity has however been to look at residential use on discussed areas of the site until greater certainty is achieved on the future of the airport itself.

2.2.3 Industrial Take Up

Having considered the current supply of accommodation within Darlington, it is important to supplement this with an analysis of take-up rates for factory and warehousing space. This analysis draws upon data published by EGi, CoStar and VOA.

The EGi database compiles data on industrial leases directly from industrial agents. This reveals that the take-up of industrial accommodation in Darlington during 2016 was 9,168 sq m (98,685 sq ft).

The EGi database also records industrial property currently available within Darlington. Currently listed are industrial premises totalling 89,998 sq m (968,762 sq ft), equating to around 10% of total stock and indicating that there is currently around 4.4 years supply available (based upon the application of long-term averages).

2.2.4 Industrial Agent Feedback

We have spoken to agents from the following firms who operate in the Darlington industrial market:

- Cushman and Wakefield

- Carver Commercial
- Connect Property

The following feedback was provided in respect of Darlington's industrial market:

- The industrial market has improved in recent years but remains challenged and uncertain;
- Greatest focus has been in relation to Teesside occupiers;
- Key areas of activity have been engineering, logistics/haulage and manufacturing;
- There are a limited number of enquires for Darlington specifically;
- Those enquiries that are within the town are typically for sub 5,000 sq ft;
- There is generally a lack of stock available at the current time;
- Many landlords are now looking at alternative uses within historically employment areas;
- Much of the industrial stock in the tow is small and outdated, particularly within estates on the periphery of the town centre.

2.3 DARLINGTON'S KEY COMMERCIAL LOCATIONS

Morton Palms

Morton Palms is an established Business Park situated approximately 1.6 kilometres (1 mile) east of Darlington Town Centre. It has been developed by City & Northern in conjunction with Darlington Borough Council and the now defunct One North East. The Park enjoys excellent communication links being situated on the south side of Yarm Road at its junction with the A66 and A67.

The first phase of the development, which was completed in 2006, comprised the construction of two high specification contemporary office buildings. Hackworth House extends to an approximate Net Internal Area of 3,587 sq m (38,524 sq ft) and is occupied by Whessoe Oil & Gas Limited. Stephenson House extends to 3,604.25 sq m (38,000 sq ft).

Pioneer Court is the second phase of the scheme, which was completed in 2007. It comprises 12 self-contained units ranging between 260.12 sq m and 473.80 sq m (2,800 sq ft and 5,100 sq ft). In addition, there is Pioneer House, which extends to 1,526 sq m (16,427 sq ft).

Headline rents on the scheme are currently circa £129 to £151 per sq m (£12.00 to £14.00 per sq ft).

Lingfield Point

Lingfield Point comprises the former Paton and Baldwin Wool Factory, which has been redeveloped and refurbished by the Marchday Group. The site, which extends to around 43 hectares (107 acres), comprises a mix of office and industrial accommodation. It enjoys good communication links being situated close to the A66 and approximately 3.2 kilometres (2 miles) north east of Darlington Town Centre.

Over the last 5 to 10 years Lingfield Point has become established as a key office location in Darlington, with notable deals including the letting of around 6,503 sq m (70,000 sq ft) of space to the Student Loans Company in 2008 and the letting of 4,388 sq m (47,232 sq ft) of space to Amec Developments Limited. At the current time, accommodation ranging from 19 sq m to 1,161 sq m (200 to 12,500 sq ft) is currently available. While the accommodation is not traditional, it is refurbished to a high standard.

Headline rents on the scheme are currently in the region of £129 to £140 per sq m (£12.00 to £13.00 per sq ft).

Yarm Road Business Park

Yarm Road is a well-established out-of-town office location in Darlington. Major occupiers include Cummins Engines, Cleveland Bridge Engineering and Darlington Business Society.

Faverdale

Faverdale Business Park is situated to the north of Darlington Town Centre, with excellent access to both the A68 and A1 (M). The Business Park primarily comprises industrial accommodation and distribution space.

Town Centre

There is a distinct lack of quality office accommodation in Darlington Town Centre, with the majority of space being situated in converted Victorian terraces and above retail units.

Headline rents in Darlington Town Centre are currently in the region of £64.59 to £86.11 per sq m (£6.00 to £8.00 per sq ft).

Serviced Business Centres

Business incubation centres, serviced business centres and innovation centres have played an ever increasing role in Government and Local Authority policy over recent years and have supported economic growth through fostering business development. They are now a core feature across the North East including Darlington and the wider Tees Valley and are vital in supporting business start-ups and allowing small and medium sized enterprises to develop to their full potential.

In Darlington, serviced business accommodation is available at Lingfield Point, Woodland Road (Regus), Yarm Road (Evans Business Centre) and Central Park (Business Central). Rents for serviced accommodation within Darlington vary depending on quality of accommodation offered and services that are included in the rent.

Business Central is the newest serviced office accommodation in Darlington. The £6.6 million development, constructed by Darlington Borough Council in spring 2015, is located at Central Park on the edge of Darlington Town Centre. It is situated adjacent to the railway station. The development offers suites for up to 60 business, with flexible accommodation ranging in size up to 60 sq m (649 sq ft). It also incorporates co-working space. The development has seen significant demand, with occupancy levels currently around 80%. This compares to an anticipated occupancy level of circa 65% when the development was originally completed.

2.4 COMPETITOR LOCATIONS

There are a number of established, emerging or potential employment sites in the wider region which will compete with Darlington for enquiries for both office and industrial accommodation in the market place. Whilst it is not possible to fully appraise each site or area, C&W have included those sites and / or employment areas which C&W consider are of most relevance to Darlington at a strategic level.

Teesside Industrial Estate, Stockton on Tees

The estate comprises c1.67million sq ft of office and mainly industrial accommodation. The main landowner is UK Land Estates with pockets sold off on long leasehold interests. There is currently one development plot available that could accommodate up to 200,000 sq ft.

Teesdale Business Park, Stockton-on-Tees

Teesdale Business Park is located adjacent to the A66 and the Tees Barrage, extending to around 182 hectares (450 acres). The scheme was developed on the site of the former Head Wrightsons Engineering Works, with work commencing on the site in the late 1980's. At the time it was one of Europe's largest mixed-use regeneration projects. Consequently the park was received very well, soaking up the backlog of demand for space within the Teesside area, the Business Park has been successful in attracting a significant number of blue chip organisations including Barclaycard, and Churchill Insurance. In addition, a number of Government organisations have been attracted to this area including the Probation Service.

Dynamo Park, Stockton on Tees

This is a 36 acre site just off Portrack Lane, It has recently been purchased by Canmoor Developments who have indicated they may develop speculatively in 2018.

North Shore, Stockton-on-Tees

Northshore comprises a 23 hectare (56 acre) mixed use regeneration scheme fronting the River Tees in Stockton. The council have drawn up a master plan for the area with an aim to deliver 167,225 sq m (1.8 million sq ft) of offices, leisure, and retail accommodation, in addition to high quality housing. The site has also been earmarked for new facilities required to expand Durham University Queen's Campus.

Phase one is located close to the new Infinity Bridge, which provides a pedestrian and cycle route connecting to Teesdale Business Park. It will comprise a residential scheme creating family housing. As yet there has been no commercial development on the site.

Wynyard Park, Stockton-on-Tees

The Wynyard Park scheme, located just off the A19 east of Sedgefield, is set on around 280 hectares (700 acres) and has outline planning permission for 685,150 sq m (7,374,893 sq ft) of commercial employment space, of which some 90,000 sq m (968,751 sq ft) has been built out.

The scheme is a key emerging office location within the north east, with the capacity for an estimated 460,000 sq m (4,951,000 sq ft) of office floor space. The site has attracted a number of tenants including; Cap Gemini, SEMTA, Glamal, Amkotron, BGM Solutions, Northgate-IS, NG Bailey, In Person Ltd, Mesh Marketing, Westminster Business Centre, Balfour Beatty, Primary Care Trust, Helios, Kilmartin, Wynyard Park Ltd, Catering Design Ltd, GABA, DBA HR Solutions and SK Chilled Foods.

Wynyard has also become an established industrial location, with Helios having developed out 30,000 sq m (322,917 sq ft) of warehousing space. DTS Clipper has recently taken occupation of 32,143 sq m (346,000 sq ft) of new space at Wynyard, alongside the A19, for a distribution hub for George at Asda. This is an expansionary move from 13,935 sq m (150,000 sq ft) of space in Darlington.

It should be noted that large amounts of land originally earmarked for commercial use are now being promoted/developed for residential use.

Middlehaven, Middlesbrough

Middlehaven comprises a 32 hectare (80 acre) mixed use scheme situated on the south bank of the River Tees, 0.8 kilometres (0.5 mile) north of Middlesbrough Town Centre.

To date two office buildings have been completed on the scheme. The first building to be constructed was Hudson Quay I, which is now fully occupied by the Crown Prosecution Services (CPS) and the Middlesbrough Gazette. Hudson Quay II, Middlehaven was completed in 2010 and is now occupied by Thirteen Group. Since the completion of these buildings development has ceased on the scheme. The next anticipated development will focus on a snow centre and leisure uses.

Green Lane Industrial Estate, Spennymoor

Green Lane Industrial estate is situated on the eastern edge of Spennymoor. Occupiers include Thorn Lighting, who constructed a new 40,000 sq m (430,000 sq ft) facility on the site in 2008. Residential development has recently been granted on around 10 hectares (24 acres) of the site.

Durham Gate, Bowburn

Durham Gate comprises a large mixed-use regeneration scheme in Bowburn, at Junction 61 of the A1 (M), approximately 6 kilometres (3.7 miles) south east of Durham City Centre. Once complete the 24 hectare (60 acre) business park will provide 40,877 sq m (440,000 sq ft) of offices, a hotel and family pub, 1,858 sq m (20,000 sq ft) of restaurant accommodation, 882 sq m (9,500 sq ft) of retail and 376 houses. Sedgefield Borough Homes are the first occupiers on the scheme.

Teesside Advanced Manufacturing Park

Middlesbrough Council is looking to fund 200,000 sq ft of speculative industrial accommodation to address a perceived market shortage and lack of supply. No further details are available at the current time.

Aycliffe Business Park/ Heighington Lane, Newton Aycliffe

Newton Aycliffe Business Park is one of County Durham's largest prestige industrial estates providing accommodation for over 200 companies, employing over 10,000 people and covering an area of 400 hectares (988 acres). The estate benefits from excellent road links, being located in close proximity to Junction 59 of the A1 (M), with access to the estate via the A167.

The estate is home to a number of high profile international companies manufacturing a variety of products. Occupiers include Filtronic, 3M, Electrolux Outdoor Products and Hydro Polymers. A number of the units on the estate are relatively poor quality, with selective redevelopment having taken place in recent years.

A key development at Heighington Lane has been the granting of outline planning permission for the delivery of approximately 130,000 sq m (1,400,000 sq ft) of warehouse/distribution space, with unit sizes from 2,787 to 92,000 sq m (30,000 to 1,000,000 sq ft). The scheme, which is known as Amazon Park occupies a 40 hectare site (100 acres). Hitachi will occupy around a third of Amazon Park, with development of a 42,700 sq m (460,000 sq ft) unit due to commence in early 2013.

Belmont Business Park, County Durham

Belmont Business Park is a mixed B1, B2 and B8 Business Park located adjacent to Junction 62 of the A1 (M), approximately 2.40 kilometres (1.50 miles) east of Durham City Centre. The Park is well located in terms of road infrastructure, being situated between the A1 (M) and the A690 providing direct access to Durham City Centre.

Extending to around 5 hectares (11 acres), the business park is a joint venture between Helios (Belmont) Limited and Whelan Construction. It currently provides over 9,290 sq m (100,000 sq ft) of office accommodation; with occupiers include Bede plc, Capita, Home Housing Association, Indigo Software, Arnott Commercial Insurance, Waterstones, Reuben Page, Birks Sinclair and the Regional Learning and Skills Council.

Aykley Heads, County Durham

Aykley Heads Business Park is located north west of Durham City Centre. Access is provided from Dryburn Road (B6532), which connects with both the A691 and A167, providing good road access communications. The Business Park is in close proximity to County Hall. The Park is resident to Durham Constabulary Headquarters. Other occupiers include Sport England, North East Chamber of Commerce and Sunderland Marine.

A recent development at Aykley Heads is the Rivergreen Centre, which extends to approximately 3,900 sq m (42,000 sq ft). Developed using the latest sustainable construction techniques, the development has achieved an 'excellent' BREEAM rating.

Durham County Council are now masterplanning an extension to this business park to cover the existing County Hall Site.

Drum Industrial Estate, Chester-le-Street, County Durham

Drum is an established employment location, benefiting from close proximity to the A1 (M). Given its strategic location it provides easy access to Newcastle, Sunderland, Durham, Darlington and Teesside.

Angel Par comprises six high quality production/warehouse units ranging in size between 1,393.50 sq m and 2,787 sq m (15,000 sq ft and 30,000 sq ft).

Drum Park offers the only two large scale industrial units currently available to the market, where developers Evander Properties have two high bay warehouse units of 7,803 and 24,526 sq m (84,000 and 264, 000 sq ft). Current occupiers on Drum Park include Batleys and The Co-operative.

Fox Cover & Spectrum Business Park, Easington, County Durham

Fox Cover and Spectrum Business Park are situated in Seaham, County Durham. The estates were originally granted Enterprise Zone status, providing tax breaks and incentives to developers and various incentives to occupiers such as rate-free occupation. The Enterprise Zone status expired in 2005, however, the benefits for the developers were continued beyond this date provided that building contracts were signed and the developer committed to developing the whole site.

At Spectrum this has led to the development of six of the office buildings, providing around 25,000 sq m (275,000 sq ft) of accommodation. A further 7,200 sq m (77,000 sq ft) of accommodation is proposed. However, the incentives previously offered to occupiers in the EZ ceased in November 2005 and to date just 9,433 sq m (101,538 sq ft) of accommodation has been let. DWP Business and Enterprise North East and Durham County Council are occupiers on the scheme.

At Fox Cover there have been a number of industrial/warehouse units constructed by Grantside Developments. Occupiers include Robertson's Timber Kit, Yearsley and ISL Cold Storage.

Team Valley Trading Estate, Gateshead

The Team Valley Trading Estate occupies a strategic location adjacent to the A1 western bypass in Gateshead. It continues to be one of the prime industrial locations within the region and is largely regarded as the premier estate within the North East. Extending to approximately 275 hectares (680 acres), the estate is host to over 700 businesses, employing over 20,000 people. It competes favourably against the other estates not only around Newcastle and Gateshead, but the region as a whole.

Over 51,000 sq m (550,000 sq ft) of new industrial units have been built here since 1998, with major occupiers including Royal Mail, Redforrest Group, International Innovative Technologies, CB Imports, Gateshead College and Cotswold Manufacturing. There are still in excess of 20 hectares (50 acres) of land ready for development on the Estate and the demolition and redevelopment of older stock is ongoing. Planning permission was granted at the beginning of this year for Dukesway Central, providing up to 18,580 sq m (200,000 sq ft) of B2 or B8 accommodation. Speculative construction has now commenced

Follingsby Park, Gateshead

Follingsby Park is situated at the heart of Tyne and Wear, central to the commercial centres of Newcastle, Sunderland, Gateshead and Washington. The Estate is situated adjacent to the A194 (M), providing good access to the A1 and A19. Around 19,500 sq m (210,000 sq ft) of industrial floorspace was built speculatively here in 2000 and a substantial amount of space has been delivered in recent years with 9,300 sq m (100,000 sq ft) completed in 2006 and 15,800 sq m (170,000 sq ft) completed in 2007. Northumbria Police have recently completed a 5,667 sq m (61,000 sq ft) unit on the Estate, with other major occupiers including, Iron Mountain, DHL, Royal Mail, Citylink, Gazelle Transport and Spark Response. L&G are looking at options for a 130,000 sq ft design and build on behalf of a confidential occupier.

Newburn Riverside, Newcastle upon Tyne

Newburn Riverside is a modern business park, situated approximately 7 kilometres (4.5 miles) to the west of Newcastle City Centre. The scheme, which is a joint venture between One North East (assets have now transferred to the HCA) and Langtree, comprises approximately 92 hectares (227 acres) of serviced development land, available in plots ranging from 2 to 16 hectares (5 to 40 acres). At present there are around 42,000 sq m (460,000 sq ft) of built out accommodation, with current occupiers including DEFRA, North East Ambulance Trust, MacFarlane packaging, NHS Strategic Health Centre, Your Homes Newcastle and Stannah Stairlifts.

This site provides Newcastle with a major mixed office and industrial development scheme. However, while the industrial accommodation has proven popular, with a high level of demand from occupiers, the office accommodation has been less successful.

As part of their Core Strategy, we understand that Newcastle City Council is now seeking to pursue residential use.

Newcastle City Centre

Newcastle upon Tyne is the regional capital of the North East and the main office centre between Edinburgh and Leeds. Both the city centre and out-of-town office markets have benefited from strong demand over the last ten years. Despite the recent economic downturn the office market in Newcastle has held up reasonably well due to the limited availability of Grade A office accommodation and an extremely limited development pipeline.

Cobalt and Quorum, North Tyneside

Quorum and Cobalt Business Parks were established as part of the North Tyneside Enterprise Zone created in 1996. With some 232,000 sq m (2,500,000 sq ft) developed across the two sites, there is a significant amount of floorspace available to occupiers. Whilst their Enterprise Zone status has expired, attractive financial incentives continue to attract large corporate occupiers to the parks.

Cobalt is situated on a site extending to 72.92 hectares (175 acres). The development by Highbridge is the UK's largest office park and will comprise around 220,000 sq m (2.4 million sq ft) of space when complete. Current occupiers include Proctor & Gamble, Balfour Beatty, Equinox, Orange, Accenture, CBX and North Tyneside Council.

Quorum Business Park is situated on a site extending to around 19 hectares (48 acres). Its development has been led by Grantside in conjunction with its joint venture partner Tritax Assets Limited. It provides a high specification office environment, situated to the north east of Newcastle City Centre. The park provides around 139,350 sq m (1,500,000 sq ft) of office floorspace. Current occupiers include IBM, Kids 1st, Tesco Finance, Balfour Beatty and Convergys.

Doxford International Business Park, Sunderland

Doxford International Business Park, is a prestigious 50 hectare (123 acre) business park situated at the intersection of the A19 and A690, benefitting from excellent road communications. The Park was formerly a greenfield site, which was designated as an Enterprise Zone in 1990. It was developed in partnership by Sunderland City Council and Goodman Property (formerly Akeler Developments Limited), with the creation of around 125,000 sq m (1,345,000 sq ft) of office accommodation. There are around 8,000 people employed on the Park, which has several multinational occupiers including Nike, T-Mobile, EDF Energy and Barclays.

Turbine Business Park, Sunderland

Turbine Business Park is an 18 hectare (44 acre) site close to the Nissan car plant. It is strategically placed adjacent to the A19 and fronting the A1231 dual carriageway in Washington. The site has outline planning permission for 66,427 sq m (715,000 sq ft) of accommodation, with a mix of industrial, offices and 'hybrid' office / production units, as well as a hotel and ancillary retail. It is anticipated that Turbine Business Park will be developed as the focus for the Low Carbon Economic Area, providing opportunities for R&D and manufacturing associated with low emissions vehicles.

As part of the £2.5m infrastructure works, Barmston Developments has provided 0.75km of Turbine Way, the new access road to the site which has recently been completed and includes a new traffic lit junction with its intersection with Nissan Way.

Barmston developments, a joint venture between Wilton Developments and Clugston Estates, has secured a deal with Vantec Europe to invest £22.5 million in a 39,112 sq m (421,000 sq ft) distribution facility at Turbine Business Park. This will be the first development in the UK to get underway from the latest round of Enterprise Zones. Vantec Europe was awarded £2.7million from the second round of the Regional Growth Fund, which will support this project.

Pattinson Industrial Estate, Washington

Pattinson Industrial Estate comprises one of the major industrial locations in Washington. The original development dates from 1982. In recent years, however, this has been substantially added to, attracting a number of high profile occupiers including Asda and Freemans. Asda has three food distribution warehouses on the scheme and an additional warehouse for the George clothing brand. It also has a recycling unit on the scheme, with the combined units occupying around 75,000 sq m (807,000 sq ft).

Washington as a whole is a popular location for industrial occupiers, due to Nissan, which has attracted many supply companies to locate in the immediate area. Ferguson Transport has recently acquired a 9,290 sq m (100,000 sq ft) unit on Cherry Blossom Way, Washington, to cope with an increase in inter-site deliveries to Nissan.

Gallowfields Trading Estate

Gallowfields Trading Estate is the primary industrial estate in Richmondshire. The Estate is situated to the north west of Richmond Town Centre and comprises a mixed use industrial/trade counter/office development, with a wide mix of occupiers.

Units on the estate range in age, size and condition. The most recent development on the Estate was undertaken by Richmondshire District Council, with Mowbray House/ Jackson Court being completed in 2003. The scheme comprises a mix of office suites and industrial units.

Demand for space on the estate is relatively strong.

Colburn Business Park

Colburn Business Park is located approximately 2.4 kilometres (1.5 miles) from Richmond. It is accessed off the A6136 Catterick Road and is situated next to Catterick Garrison. Colburn is located 3.5 miles from Junctions 53 and 54 of the A1(M) (to the South East and North East respectively).

The Estate is made up of Bailey and Battalion Court and the Innovate! Centre. A number of plots are also available for design and build opportunities.

Bailey and Battalion Court Bailey provide a range of high quality suites and office buildings from 18.6 sq m to 460 sq m (200 sq ft to 4,951 sq ft). Buildings are capable of being subdivided or combined, with units available to rent or buy. Sanderson Weatherall are currently marketing existing stock and design and build opportunities on the scheme.

The Innovate! Centre is a purpose built centre offering meeting rooms, hot desking and office space, ranging from 18.6 to 72 sq m (200 to 780 sq ft). The property also benefits from a 35 seat conference room. The building is run by Richmondshire District Council and is aimed at attracting 'high growth' industries such as IT consultancies, PR, marketing and digital/computer based firms.

Standard Way Business Park and Northallerton Business Park

Standard Way Industrial Estate and Northallerton Business Park are situated on the western edge of Northallerton, adjacent to the A167 Darlington Road. The A167 connects to the A684, which provides access to the national road network via the A1, 10 kilometres (6 miles) west and the A19, 8 kilometres (5 miles) to the east.

Standard Way Industrial Estate extends to around 10 hectares (25 acres) and comprises a mix of trade counter and other quasi-retail uses amongst more traditional B1, light industrial and manufacturing occupiers. There are also a number of B8 uses. Units range in size from 46 sq m (500 sq ft) upwards.

Northallerton Business Park is a 7 hectare (18 acre) mixed use site.

Stokesley Business Park

The site provides 9 hectares (22 acres) of office, industrial and distribution accommodation. Units on the Estate typically range in size from around 46 to 929 sq m (500 to 10,000 sq ft).

We are aware that an outline planning application was granted in August 2011 for the development of 7,103 sq m (76,460 sq ft) B1 offices and 1,021 sq m (11,000 sq ft) of industrial accommodation. We understand that a revised site layout is currently being prepared by the applicant and development has not yet commenced on site.

Leeming Bar Industrial Estate and Business Park

Leeming Bar Industrial Estate is located adjacent to the A1, 3.2 kilometres (2 miles) east of Beale and 9 kilometres (6 miles) west of Northallerton, at the junction with the A684. Scotch Corner and the A66 are located around 20 kilometres (13 miles) to the north.

The estate has been developed for a variety of manufacturing and service industries and is identified by Hambleton Borough Council as a key location for investment in the food sector. Existing occupiers include Dalepak, R & R Ice Cream and Vale of Mowbray

To support further development within this sector, 70% the Estate has been allocated for use by food and food related businesses. To support this, Hambleton Borough Council has developed the Food Enterprise Centre. The Food Enterprise Centre offers 2,062 sq m (22,200 sq ft) of lettable space split between 11 individual and affordable units. With the premises ranging in size from 112 sq m (1,200 sq ft) to 279 sq m (3,000 sq ft), they provide the ideal accommodation for both growing and start up businesses

Thirsk Industrial Park

Thirsk Industrial Park is located on the edge of the market town of Thirsk. It is situated adjacent to the A19/A168 dual carriageway, which connects to the A1 (M) approximately 9 kilometres (6 miles) to the south west.

The Estate extends to around 14 hectares (35 acres) and comprises a mixed use light industrial/trade counter/office business park. Units range in size from 93 sq m (1,000 sq ft) upwards. Current occupiers include Teleware, Royal Mail, Scania, Jewson and North Yorkshire Police.

3 Review of Current Employment Sites

3.1 OUR APPROACH

This section of the report provides an assessment of Darlington's current portfolio of employment land to determine its suitability to meet future employment development needs. A total of 35 sites were identified by the local authority for review.

3.2 OVERVIEW OF SITES

The table below contains a summary of the headline information relating to each site. A map is contained as Appendix A.

Ref.	Site No.	Site name	Status	Proposed Use	Gross Area (hectares)	Available (hectares)	Existing Use
E1	185	Greater Faverdale	Not Allocated	Safeguard For B1,B2,B8	177.8	177.8	AGRIC
E2	342	Faverdale East Business Park	Allocated	Safeguard For B1,B2,B8	65.9	5.0	COM
E3	343	Faverdale Industrial Estate	Allocated	Safeguard For B1,B2,B8	60.3	9.5	COM
E4	345	Drinkfield Industrial Estate	Allocated	Safeguard For B1,B2,B8	17.0	3.0	MIX
E5	378	Longfield Road	Allocated	No Use Restriction	1.9	0.0	COM
E6	346	Meynell Road West (Morrison North Road)	Allocated	No Use Restriction	8.5	0.0	COM
E7	347	Cleveland Industrial Estate	Allocated	Safeguard For B1,B2,B8	14.6	0.0	COM
E10	348	Red Barnes Way	Allocated	Safeguard For B1,B2,B8	3.0	0.0	COM
E11	349	McMullen Road West (Morrison's Road)	Not Allocated	Safeguard For B1,B2,B8	9.7	9.7	OPEN
E12	379	Banks Road	Allocated	Safeguard For B1,B2,B8	9.7	0.0	COM
E14	351	South West Town Centre Fringe (Beaumont Street / Feethams Bus Station)	Allocated	No Use Restriction	1.8	0.6	COM
E15	352	Barton Street/Haughton Road	Allocated	No Use Restriction	1.5	0.0	MIX
E16	353	Blackett Road	Allocated	Safeguard For B1,B2,B8	11.6	0.0	COM
E18	354	McMullen Road East	Not Allocated	Mixed Use	2.4	0.0	RES
E19	355	Lingfield Point	Allocated	Mixed Use	44.9	2.5	MIX
E20	356	Ingenium Parc	Not Allocated	Safeguard For	40.8	40.8	AGRIC

Ref.	Site No.	Site name	Status	Proposed Use	Gross Area (hectares)	Available (hectares)	Existing Use
				B1,B2,B8			
E21	357	Morton Park	Allocated	Mixed Use	28.3	5.5	COM
E22	358	Yarm Road Industrial Estate	Allocated	Safeguard For B1,B2,B8	63.9	4.5	COM
E23	359	Morton Palms	Allocated	Safeguard For B1,B2,B8	11.9	6.4	COM
E25	361	Durham Tees Valley Airport North	Not Allocated	Safeguard For B1,B2,B8	66.0	5.0	COM
E26	362	Durham Tees Valley Airport South	Not Allocated	Safeguard For B1,B2,B8	39.3	39.3	AGRIC
E27	363	Aycliffe	Allocated	Safeguard For B1,B2,B8	15.3	0.0	COM
E28	364	Yarm Road South	Allocated	Safeguard or B1, B2, B8	34.7	0.0	COM
E29	360	Heighington Lane North	Allocated	Safeguard For B1,B2,B8	5.7	5.7	COM
E30	365	Heighington Lane South	Allocated	Safeguard For B1,B2,B8	8.0	8.0	COM
E31	366	Meynell Road (EAST)	Allocated	No Use Restriction	11.3	0.0	COM
E32	367	Link 66	Allocated	Safeguard For B1,B2,B8	36.3	36.3	AGRIC
E34	368	Central Park South	Not Allocated	Safeguard for B1 and B2	9.8	6.5	COM
E35	376	Whessoe Road	Allocated	Safeguard For B1, B2, B8	4.9	0.0	COM
E36	380	Albert Hill Industrial Estate	Allocated	Safeguard For B1, B2, B8	16.0	1.5	COM
TOTAL					822.7 ha	373.4 ha	

Source: Darlington Borough Council

It can be seen from the above the existing portfolio of sites identified by Darlington Council comprises of 30 sites and extends to a total of 822.7 hectares (of which the gross available area is approximately 373.4 hectares).

The following paragraphs provide a short summary assessment of each site:

Greater Faverdale comprises a substantial area of Greenfield development land located to the north of the existing Faverdale Estate and adjacent to the A1. This land comprises a significant part of the overall portfolio of land available within Darlington and as a result, distorts the overall supply of land and the figures reported above. Part of the land situated along its southern boundary has been provided with access directly from Rotary Way, however, the majority of land remains unserviced agricultural fields which are unlikely to come forward until other parts of the Faverdale Industrial Estate has been developed out. Were it to come forward for development in its entirety it would represent a significant urban extension to the town of Darlington. C&W would not expect this site to be developed in the short to medium term and greater focus is likely to be on delivering sites to the east of the town.

Faverdale East Business Park comprises land adjoining the Argos Distribution Centre situated at the north eastern corner of Faverdale and adjacent to the East Coast Mainline. Much of this land again comprises Greenfield sites which are provided with road access. Were this land to come forward for employment uses, it would likely be in the form of mixed B1, B2 and B8 uses and focused on the key growth sectors of advanced manufacturing and logistics albeit also would have potential for alternative non-employment uses.

Faverdale Industrial Estate represents one of the most established of the industrial estates within Darlington. It comprises a mix of uses and a number of notable occupiers including George Allison Transport. There remains developable land within the estate and the amount of available land has increased as a result of recent demolitions of older stock at the southern area of the estate. It is most likely that these demolitions have resulted as the premises have reached the end of their economic life and the imposition of vacant rates liabilities has meant that they no longer represent viable employment space. We understand various landowners have aspirations for residential and retail development on these sites and planning permission has been granted for food retail on part.

Drinkfield Industrial Estate comprises land within the Harrogate Hill area of Darlington, adjacent to Faverdale East, albeit separated from Faverdale by the East Coast Mainline. It is therefore a 'stand alone' employment location that is bordered to the east by the East Coast Mainline, to the south and west by residential development and to the north by agricultural land. It is accessed only by the local highway network and does not have direct access to the major regional road infrastructure. C&W would not see this land as key to delivering development within any of Darlington's key growth sectors.

Longfield Road, is to the south of Drinkfield and again in the Harrogate Hill area of Darlington. Whilst an established employment location, it is surrounded on all sides by residential and is again accessed only by the local road network. C&W would not see this land as being key to delivering development within any of Darlington's key growth sectors.

Meynall Road West is located close to the Morrisons' supermarket and Bishop Auckland branch line railway. The area is an established employment location and comprise a mixture of traditional B1, B2 and B8 accommodation, along with larger bulky goods retailing space. Accessible via North Road, it is well suited for these quasi retail uses and for those businesses whose customer base is focused around the town centre. C&W see this site as having potential for further intensification of existing B1, B2 and B8 uses supplemented by other ancillary uses as required, however, do not view it as being key to delivering development within any of Darlington's key growth sectors.

The Cleveland Street Industrial Estate is again an established employment area and one of the Borough's older estates. It comprises a range of businesses and appears well occupied and likely to prove popular with businesses looking for better value accommodation, within easy reach of Darlington Town Centre. The site is immediately accessed by North Road and is bordered by the River Skerne and East Coast Mainline, which will prevent significant future expansion. There is currently a limited amount of available development land within the estate, however, C&W consider this site as having medium to long term potential for further intensification of existing B1, B2 and B8 uses supplemented by other ancillary uses as required.

Red Barns Way is occupied by AMEC for their training facility and an assortment of smaller occupiers. The site is also home to the Varley's Grain Processing Plant. Overall, whilst the site is not intensively occupied, it is fully developed at the current time with limited immediate opportunities for large scale employment development. C&W do not see this land as being key to delivering development within any of Darlington's key growth sectors and if no longer occupied would most likely be suitable for residential use.

McMullen Road has been developed at its eastern end to provide two car showroom facilities and associated development. The prominent position alongside McMullen Road and adjoining the existing employment space off Banks Road means that this site is likely to have potential for employment development, notwithstanding restrictions brought about by current market conditions. Its position means that it is within easy access of the town centre to the west and east out of Darlington, towards the wider Tees Valley urban area.

Banks Road is an established employment location that is well connected to McMullen Road and surrounding highway network. The site also has an established track record in quasi trade counter and bulky goods sales and is considered suitable for further B1, B2 and B8 development.

The South West Town Centre Fringe (Beaumont Street) is land lying at the southern periphery of Darlington Town Centre adjacent to the Dolphin Centre and Town Hall. This areas of land currently comprises car parking but is identified for Grade A office development. This site is seen as key to further growth of the town centre and

employment growth is likely to be focused on B1 office development that could address a shortfall of such accommodation in the town.

Barton Street Industrial Estate lies to the south of Albert Hill and adjoins McMullen Road. The site is again one of the more established employment areas of Darlington. However, the age of buildings, the estate's position (sandwiched between residential developments) and its access to the surrounding road network mean that it is unlikely that the estate would suit the requirements of modern occupiers. C&W do not see this land as being key to delivering development within any of Darlington's key growth sectors.

Haughton Road/Blackett Road is again an established commercial location with Amec as the primary occupier. The land is however inefficiently used and if vacated we believe would provide opportunity for alternative uses. It is not seen as a being key to delivering development within any of Darlington's key growth sectors.

McMullen Road East comprises land adjacent to the wider Lingfield Point development and is accessed off Banks Road. The site is, however, only at present accessed through the Lingfield Point development and with significant further land already available within the scheme, it is not considered that this provides a key priority in terms of development opportunities during the plan period. C&W do not see this land as being key to delivering development within any of Darlington's key growth sectors.

Lingfield Point itself continues the ongoing conversion and part new build of this large former factory complex, with the greatest area for expansion located at the eastern extent of the Lingfield Point site. This development represents one of the most important employment areas within Darlington and should be a key priority for promoting further employment generating uses through the plan period.

Ingenium Parc lies to the south of the existing Yarm Road Industrial Estate and comprises a significant amount of expansion land available which runs to the south and adjoins the Tees Valley Railway line. This land is currently undeveloped and, given its size, represents one of the most significant contributors to the scale of available employment land supply within Darlington. Development at this site could support growth across the key growth sectors of subsea technology, advanced manufacturing and logistics.

Morton Park comprises a retail led mixed use development anchored by a Morrisons supermarket and prominently situated at the corner of Yarm Road and the A66. The area provides limited opportunities for immediate development without impacting upon the existing occupiers within the scheme.

Yarm Road Industrial Estate comprises one of the most important employment areas of the town and has been identified through previous C&W consultation as one of the most popular for a range of occupiers. The estate has been developed in a piecemeal fashion and comprises a range of property and occupiers. Some demolition has taken place in recent years providing small parcels of land within the estate itself but the main area for growth lies to its south western corner adjoining Yarm Road.

Morton Palms represents one of Darlington's major out of town office developments, the first two phases of which have proved successful in attracting occupiers. Latter phases have not been brought forward as a result of the significant decline in economic conditions. The site therefore provides significant opportunity for future expansion, subject to improvements in market conditions and focused on B1 office development that could support growth in the higher value office support functions of the subsea technology and advanced manufacturing industries.

Durham Tees Valley Airport North and South are potential expansion zones adjoining the existing airport. We understand this would be particularly focussed on engineering and logistics associated with the airline industry however could accommodated general business use. Their success is however predicated on the long term growth and expansion of the Airport.

Aycliffe Industrial Estate comprises an established employment area that has been developed in a piecemeal fashion to provide a range of property and occupiers. The estate appears well developed out with limited opportunities for immediate substantial employment development however will remain an important part of the employment land

portfolio over the medium term.

Yarm Road South lies to the south of the existing Yarm Road Industrial Estate and to the north of Ingenium Parc. The land comprises three large premises each under single occupancy. Development at this site could support growth across the key growth sectors of subsea technology, advanced manufacturing and logistics.

Heighington Lane North and South are located on the southern edge of the Aycliffe Industrial Estate. The sites adjoin the existing industrial accommodation and Hitachi Rail Europe manufacturing facility and therefore represent key assets for the potential expansion of this facility.

Meynell Road is an established employment locations and comprise a mixture of traditional B1, B2 and B8 accommodation, along with larger bulky goods retailing space. Accessible via North Road, they are well suited for these quasi retail uses and for those businesses whose customer base is focused around the town centre. C&W view this location as providing useful employment accommodation that albeit with a number of similar sites in the immediate vicinity.

Link 66 is one of the area's major potential employment locations ideally situated at the corner of the A66 and McMullan Road. Its position adjacent to the major regional highway infrastructure means it is well placed for connectivity to both Darlington and the wider Tees Valley and notwithstanding market conditions should prove popular in the long term for employment development. As it is an undeveloped site, it is another major contributor to the scale of supply of employment land within Darlington and any development would likely provide a mix of B1, B2 and B8 uses including within the key growth sectors of subsea technology, advanced manufacturing and logistics.

Central Park South lies to the east of the Town Centre Fringe and East Coast Mainline and represents one of the most important strategic development sites within Darlington. At present Central Park South incorporates Business Central, a highly successful serviced business centre and gives opportunity for further office led development. This development will represent one of the more significant growth areas for the town over the plan period and will be important for bringing forward future economic growth with employment development focused on B1 uses.

Whessoe Road comprises a land adjoining the East Coast mainline in an area characterised by a combination of secondary employment uses and residential. While the location adjoining the railway can be seen as a benefit the location in general is not viewed by C&W as a key employment location or one that makes a significant contribution to the overall land portfolio.

Albert Hill Industrial Area is an older industrial/employment area within the town. Whilst access comes via McMullen Road, accessibility is poor overall in comparison to other employment areas of the town. The site is bordered by the River Skerne, the East Coast Mainline and residential uses, thereby preventing significant future expansion. There is a limited amount of available land identified within the estate.

Overall we consider that the portfolio provides a good and balanced mixed of established employment locations and future expansion land. It should be noted however that large elements of the expansion land are held in a small number of location and in respect to the Greater Faverdale and Airport sites these have only limited opportunity for development in the short term and particularly while other sites close to the A66 remain available. There is also a large number of older sites located to the north of the town centre and while these provide a positive contribution to current employment supply we question whether all will remain sustainable longer term.

4 Viability and Delivery

Within the current market, the single biggest factor impacting upon the delivery of new development is financial viability. The significant downturn in underlying economic conditions experienced between 2007 and 2012 has resulted in a corresponding downturn in property markets locally, regionally and nationally. Today, office and industrial sectors remain extremely subdued despite improvements in market conditions within the industrial sector over the last 12-18 months – and it is expected that this situation will continue for a considerable period of time as a result of the uncertainties brought about by the UK's decision to leave the European Union.

A decline in net rental income over the last five years has had a particularly pronounced effect upon commercial development. In C&W's experience, while landlords have often sought to maintain headline rents, incentive packages have increased substantially to attract new occupiers and tenants have been able to negotiate greater than average flexibility on the terms upon which new leases are taken. When this flexibility is reflected in headline rents, the net rent received by many landlords has fallen.

Correspondingly, demand within investment markets for commercial assets has become highly polarised with demand remaining for prime assets and assets that deliver strong income security from good covenant occupiers. More secondary assets, and particularly those in the regional economies, have seen demand fall and as a result yields for each of the main commercial property assets have shifted outwards by several basis points.

This change in investment yield, coupled with the decline in net rental incomes has resulted in substantial falls in overall capital values.

As well as changes in property values, we have also seen fluctuations in commercial build costs since the onset of recession. The BCIS database, compiled by the RICS, documents that average build costs have risen by around 12% nationally over the last three years and it is forecast that over the next three years build costs will grow by a further 8% from today's levels. As build costs have increased, and revenues fallen, it is easy to see how what would once have been viable development no longer delivers a commercial return and many ongoing and proposed schemes have stalled as a consequence.

Darlington is not immune to this downturn in market conditions and it is for this reason that many of the Borough's key opportunities have not come forward in recent years, or have done so at slower rates than anticipated. Based upon current economic forecasts, many remain unlikely to be delivered in the short term and this will remain the single biggest barrier to the delivery of new employment accommodation

To bring forward development, without substantial pre-lets to strong corporate occupiers, C&W consider there to be three options available:

DBC could provide investment into the commercial market and offset any development shortfall. This would be in the form of guaranteeing occupancy costs, underwriting build costs or taking a commercial stake in the development and seeking a return once the building is fully let and an investment can be sold on the open market. Such opportunities may be available for specific assets, however, they are likely to require capital investment up front from the local authority with the potential that this may not be returned for some considerable period of time.

DBC could also seek to subsidise development through the disposal of existing employment land. This may include the opportunity to sell part or parts of an existing employment site for other uses including retail and residential with a land receipt being used by the developer to fund new commercial property. Notwithstanding opportunities for funding, C&W consider that the Local Authority's role going forward would be to actively promote Darlington as 'Open for Business' and provide whatever means is necessary to facilitate business growth. Included within this is the realisation there will need to be flexibility and pragmatism within the planning process to ensure developments can be brought forward.

Within the above land portfolio C&W remain of the opinion that further sites could be rationalised. This

rationalisation would help support the viability of the retained portfolio over the short, medium and long term. In identifying the retained portfolio. The Council should focus on the Borough's key development sites – those which are best suited to meet the needs of emerging property markets over the short, medium and long term and thereby offer the greatest potential to deliver economic growth.

Where allocations are pursued this will allow the Council to begin the process of long term planning in secondary locations where we consider the long term future of the area will be for uses other than traditional B class employment. In such locations, DBC may wish to pursue alternative uses in order to bring added vibrancy to a local area and assist in preserving prime employment sites for the longer term.

Turning specifically to the issue of viability and delivery in relation to those sites recommended for retention as part of the Borough's future portfolio, the following is noted:

Within the Faverdale area of Darlington, it is clear that this area is a key location within Darlington's overall land portfolio given the limited amounts of employment land within western Darlington and particularly in areas with direct links to the A1(M). In particular, C&W consider the area to have further potential for logistics development alongside more general business development in Use Classes B1, B2 and B8. While these uses should be the focus of the retained estate going forward, it is important that the Council remain flexible in its approach to planning and is prepared to promote alternative uses that are clearly shown to support or enhance the wider Faverdale Estate as a business location, as well as provide facilities that benefit both Faverdale and the surrounding neighbourhoods. It should also be noted that within Faverdale there are opportunities to encourage relocations from some of the town's older estates, making use of the available employment land and property and begin the process of decanting occupiers away from some of Darlington's older employment accommodation.

Within the Town Centre there is clear need to deliver further office accommodation and provide a link between the town centre and Central Park. Central Park is an important strategic growth area for the town that is likely to be anchored by growth in Darlington College and the Campus of Teesside University, but supported by ancillary office and residential uses. Every effort should therefore be made by the Council to ensure delivery of this accommodation.

Within east Darlington, consultation with businesses and agents has shown that the schemes surrounding Lingfield Point and the estates of Yarm Road are priority business areas for the town and those that generate the greatest level of interest on the open market. These are therefore considered to be key locations and a priority within Darlington's overall employment land portfolio. In particular, it is important to emphasise the links between Darlington and the wider Teesside conurbation and the ability for Darlington to link into the overall growth objectives being developed through The Combined Authority. In particular, C&W believe that it would be important to promote further B1, B2 and B8 development within the retained sites identified. Nevertheless, as with Faverdale, other alternative uses should also be considered by the Local Authority where it can be clearly shown that these improve or enhance the overall area.

The success of the employment portfolio at Durham Tees Valley Airport will be determined by the long term vision for the future growth of the airport. From our consultation and own research it is clear that at the moment there remains a great deal of uncertainty over what future role the airport will play and it will be vital that this is finalised by Darlington in conjunction with the other Tees Valley authorities as a matter of priority. In terms of employment land, the study team has sought to retain the land that would be most suitable for future employment development, with this land restricted to development for employment uses related to the airport's growth only.

4.1 PHYSICAL BARRIERS TO DEVELOPMENT

While the greatest single barrier to new development remains due to underlying economic and property market conditions, Darlington Borough Council have shown a desire to address any physical barriers in the existing portfolio where these are hindering the ability to attract new occupiers or allow businesses to grow.

In C&W's experience of working with occupiers and landlords of commercial property, some of the largest physical

barriers to new development are as follows:

Access/Connectivity

The ability for industrial and office occupiers to access their customer and supplier base is often critical to a business's success and so in the case of Darlington this would include access to the key routes of the A1 and A66, the East Coast Mainline and Durham Tees Valley Airport.

Consultation has particularly highlighted the importance of access to the wider Tees Valley.

Where known traffic congestion points are situated then intervention should be considered.

Enhancing Quality of Accommodation

There is a noted qualitative shortfall in both industrial and office sectors and across all size brackets. Whilst new build development should address this, there are also opportunities to consider refurbishment of older estates where this is economically beneficial.

Electrical Capacity

To be able to attract occupiers within the subsea and advanced manufacturing sectors, as well as within other 'heavy' industries, estates will need to deliver sufficient electrical capacity for businesses to run processes efficiently.

Consideration could therefore be given to supporting the capacity on the key priority estates.

Car Parking

The limitations on car parking availability, particularly in out of town locations, have resulted in parking on roadsides and other informal arrangements that have a detrimental effect on estates.

Consideration could therefore be given to the construction of new car parking or temporary car parking on undeveloped land.

Broadband Connectivity

Previous research by the DBC has identified restrictions in Broadband connectivity within specific locations in Darlington. To enable growth in a number of the key growth sectors it will be imperative to ensure that Darlington has access to superfast broadband to enable it to remain competitive against other areas of the region.

In considering the above it should be noted that investment in any of these items does not guarantee the ability to secure occupiers and the benefits of investment should be measured objectively against what could be achieved through funding alternative options. For example, direct support to companies themselves, which could in turn generate demand for new accommodation.

4.2 FACILITATING DELIVERY THROUGH THE PLANNING PROCESS

As outlined above, current market conditions make the delivery of employment land and premises challenging. Nevertheless, the provision of good quality workspace that meets the needs of occupiers is vital in promoting economic growth and attracting/retaining business occupiers. Financial viability is the key constraint to development at present and the preceding paragraphs provide some advice regarding appropriate mechanisms for addressing the issue. Notwithstanding this, a number of planning and policy tools can also be effective in helping to encourage development.

The paragraphs below provide an overview of key measures available to LPAs at present. These are presented for consideration and further exploration by DBC. It should, however, be noted that these measures will not be appropriate in every case and delivery strategies should be tailored to meet the specific needs and challenges of individual development sites.

Increasing Planning Certainty

The publication of a planning document which can create greater certainty for potential developers can have a positive impact on bringing forward new employment sites. Such an approach is often already adopted by local authorities and can take the form of an Area Action Plan, Supplementary Planning Document or Development Brief. Documents should be used to provide clarity with respect to the development constraints of a site – including abnormal costs – and approaches to overcoming these, as well as specifying the mix and scale of uses which would be acceptable.

It is critical that documents of this nature are market facing and present a positive but realistic investment prospectus for a site.

Local Development Orders

Local Development Orders (LDOs) can be adopted by local authorities in order to allow specified types of development within defined employment areas, without the need to obtain planning permission. An LDO needs to be prepared in partnership with tenants and land owners and could allow, for example, the construction of new industrial buildings or the sub-division or refurbishment of existing buildings without the need for owners/developers to go through the planning process. This can help to stimulate the upgrading of premises within existing industrial estates.

The introduction of an LDO can also support the delivery new premises by increasing certainty for developers, thereby making it easier to raise development finance and giving them greater confidence to proceed.

Business Improvement Districts

Business Improvement Districts (BIDs) can help to facilitate the enhancement of existing employment areas. BIDs are established for a defined area – such as an industrial estate – within which, after a ballot, businesses agree to pay a levy to fund improvements. Typically this applies over a defined period, such as 5 years.

Many BIDs for employment areas focus upon improving security, landscaping and road access/parking, rather than the direct modernisation of premises. Such interventions can, however, make an estate more attractive and encourage businesses to invest in the upgrading of premises, as well as helping an area to attract new occupiers.

Appendix A

