

Ingenium Parc Darlington
Design and Access Statement
January 2018

1. Purpose of this Document

This document is intended to support the application for outline planning permission for Ingenium Parc, outlining the various opportunities and constraints that the site presents alongside the ambitions that the Council has to create an attractive environment and a great place to do business. This statement will be used to guide and inform future development proposals for the site through any future Reserved Matters applications.

2. Introduction to the Site

Located in Darlington's Eastern Growth Zone, Ingenium Parc is part of a 235ha site of employment land which takes in the key employment sites of Yarm Road Industrial Estate and Business Park, Morton Palms Business Park, Morton Park Way Business Park, Lingfield Point, Link 66 and the Aero Centre. The Yarm Road Corridor in which this site is located has recently seen uplift from development sparked on the former Torrington Works site which now houses a hotel, restaurant and retail units. This is also complemented by further retail development in Yarm Road Business Park and on the former unused Amec site which now houses Dainton Self Storage. The Yarm Road corridor is also a key location for some of Darlington's biggest employers including the Disclosure and Barring Service and Whessoe Engineering and is attractive as a location in which businesses looking for opportunities to be part of the Central Park and Cummins engineering supply chain can locate to benefit from recent innovations in the car and manufacturing biologics sectors.

With road connections to the North and South via the A1(M) and from East to West via the A66 as well as fast connections from London to Edinburgh via the East coast mainline from Bank Top station only a mile away, Ingenium Parc is ideally placed within the town and wider sub region as a location for a variety of business types including warehousing and distribution to advanced manufacturing to serve the needs of business and provide access to a skilled workforce. The site is ideally located within the town to serve the needs of business and be accessible to a skilled workforce for the town and the wider sub-region.

Ingenium Parc is a greenfield site situated between Salters Lane at the western end of the site and Alderman Best Way in the East. The site is adjoined by industrial, manufacturing and office uses and Maidendale Nature Reserve adjacent to Yarm Road.

Ingenium Parc is the premier location for industrial development in Darlington and one of the top five priority Economic Growth projects for the borough and is a key long term employment site, as identified in:

- Darlington's Employment Land review (2009)
- Local Development Framework Core Strategy (2011)
- Interim planning position statement (2016) has identified this site as part of a continuous supply of 235ha diverse employment land required to meet the needs of existing and future economic development in the borough by 2026. Darlington's emerging Local Plan for 2016-2036 anticipates that investment and growth in

Darlington will lead to the creation of up to 6000 jobs in this period within growing employment sectors which include business services, public administration, education and health services, advanced manufacturing and engineering, digital and media, biopharmaceuticals, telehealth and healthcare.

- Nathaniel Lichfield's Review of Darlington Business Sites and Premises (2013) in which Ingenium Parc (Salters Lane) was identified as one of the most significant contributors to the scale of available employment land supply within Darlington {and} development at this site could support growth across key growth sectors.
- The site has been identified as a prime location for economic growth that is held back by poor infrastructure and accessibility.



Stakeholder engagement with neighbours and communities has steered the development of Masterplan for the site which envisages a total development of up to 11 plots over 28.9Ha with 100,000sqm commercial floor space. This vision has been shaped in consultation with Cummins, EE, Cleveland Bridge and High Point Estate, Maidendale Environmental Group and Firth Moor Community Association, Natural England, Highways England and the Environment Agency plus several Council Departments in preparation for initial designs and outline planning consent. A separate Consultation Report has been produced outlining the various responses from consultees and how these have influenced the proposed scheme.

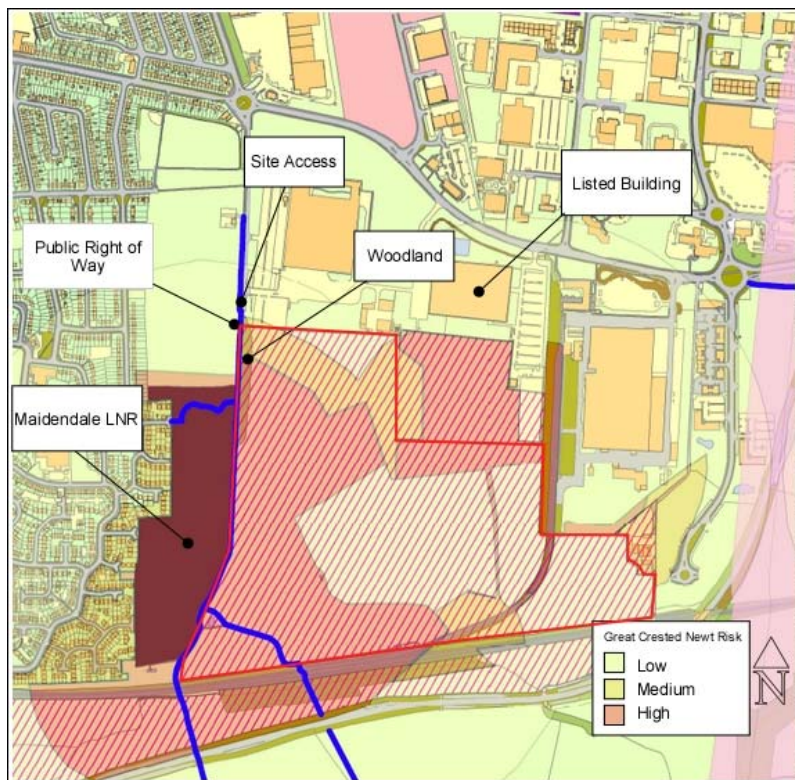
3. The Economic Case for Development

There remains a lack of sites ready for development in the Eastern Growth Zone and several recent enquiries by inward investors and indigenous companies that match identified specific sectoral needs for the site and are seeking to grow in Darlington including one from a major local manufacturer to develop circa 20,000sqm of distribution space at Ingenium Parc, have been unable to take advantage of a site here that is "shovel ready" for development. As such economic growth is being stifled and other sites are securing investments that otherwise would come to Darlington and the wider Tees Valley.

Once unlocked, it is estimated that the site has the capacity to support over 2000 jobs on site, in the context of Darlington being one of the fastest growing economies outside of London. To meet future demand the Council is in the process of making the site 'development ready' providing key infrastructure in terms of roads, drainage, utilities and the good management of the natural environment, to enable the rapid and efficient delivery of future development proposals.

4. Site Analysis

The site has a number of constraints outlined in the plan below. It also adjoins the Grade II* Listed Cummins Engine plant. The main access to the site is currently along Salters Lane which becomes Public Bridleway at the point of entry. The entrance to the site is defined by small woodland and the adjoining Cummins Engine Company car park. Salter's lane continues to the south, bypassing the site and onwards to the open countryside. The topography of the site gently slopes from north to south.



5. Habitats and Ecology

The site has a variety of habitats that have been identified through ecological surveys undertaken whilst the masterplan has been in development. This initial data has been used to develop the scheme to date and the detailed design of the highways, access and drainage. In summary, the surveys reveal that the site has a varying degree of quality and interest, depending on location. The most valuable areas tend to be found to the western and southern areas of the site from a valuable habitat point of view, in the form of rarer types of lowland meadow known as mesotrophic grasslands. Other interest centres on protected species, such as Great Crested Newt populations. This consists of a high population within the nature reserve, with satellite low/medium populations, one of which is next to Cleveland Bridge on the eastern edge of the site. Bat activity is considered low across the site.

Most of the rarest habitat will be saved through the retention and enhancement of a southern ecological mitigation area, which effectively doubles the size of the neighbouring Maidendale LNR. The mitigation area will also provide additional breeding habitat and connectivity for GCN. Some translocation of the most valuable habitat may be needed from developed areas, using the mitigation site as a receptor. The wider Green Infrastructure features throughout the site, such as SuDs, also provide essential habitat creation features and connectivity for wildlife, e.g. retention of the Cleveland bridge GCN wetland into the overall site G.I. and linking it to the mitigation area.

In agreement with Natural England, the new perimeter road creation is to act as a permanent GCN barrier to movement back on to site, following 'trapping out' under licence.

The enhancement and designation of the mitigation area from the outset is a vital component of managing ecological risk through planning and attaining a Natural England licence for the site.

Taking into consideration the opportunities and constraints of the site appropriate mitigation has been incorporated into the masterplan to enhance the habitat opportunities on the site through the creation of new wetlands. A full range of survey data is available and will be submitted alongside the planning application.

Within each individual plot the opportunity to create enhanced habitats that will seamlessly link to the adjoining mitigation areas will be actively encouraged through Reserved Matters applications over and above the minimum standards set out above. This could be achieved through a number of means including boundaries and undeveloped areas, SuDs wetlands, swales and opportunities to incorporate habitats into the built fabric of new buildings.

It is envisaged that the blue green infrastructure on the site, outside of individual plots, will be managed and maintained by a management company, initially engaged by the Council, but ultimately funded by the plots owners with the possibility of some areas being managed as an extension to Maidendale LNR by volunteers.

The existing trees on site have been identified in a Tree Survey commissioned by the Council. Where trees have to be removed as a consequence of development these should be replaced elsewhere on site at a rate that ensures no net loss. Those trees identified as being removed are Category C, i.e. of low quality. Whilst there are no protected trees on site the removal of any will have to be in accordance with habitat regulations and due consideration should be given to their retention if at all possible.

The blue green infrastructure that will be created in the public realm on site will be designed to allow public access and balance the needs of people to enjoy the spaces with the need to provide habitats and enhanced ecological function. The overarching objectives for these spaces will be prioritised in the following order, in line with emerging Policy:

- Habitats and ecology
- Flood and water management
- Sustainable transport (walking and cycling)
- Recreation and play
- Visual amenity



Extract of the Ecological Mitigation Plans

6. Heritage

A Heritage Statement has been produced to support the planning application for the site outlining the various constraints and the requirements for new development to respond to this.

The key heritage assets in and around the site are:

Grade II* listed Cummins Engine Factory, associated features and designed landscape

The former Cummins Engine Factory was designed by Kevin Roche, John Dinkeloo and Associates and constructed between 1964 and 1965. The structural frame comprises exposed cor-ten steel weathered to a brown patina with grey-brown tinted glass fixed with neoprene gaskets. The frame of 'I' beams is set proud of the glazing, which forms a continuous surface behind the frame. The building has a projecting steel 'cornice' below which, at intersections with the vertical members, are the jutting beam-ends of the roof supports. The roof is flat and there is floor to ceiling glazing, with each vertical glazing panel divided into five horizontal lights. The central entrance is to the left return and comprises two pairs of fully glazed doors, each pair occupying one bay of glazing. The tall rectangular corten steel chimney is to the left side of the front elevation, set slightly forward. The single storey, rectangular building is divided into office and workshop areas by a service core. Internally it retains the original partitions of brown-painted steel and glass, and original strip lighting arranged in rows. The roof structure was designed to allow the services to extend between the main structural beams and those of the roof deck.

The landscape surrounding the factory was designed by landscape architect Dan Kiley. A rectangular pool denoted by concrete kerbstone was built to the north of the factory towards the western side of the elevation, surrounded by lawns. The security fence surrounding the factory is of corten steel and is sunk in a ha-ha aside from at entrance, where it is at ground level and also an area to the rear of the factory. There is a lawned area to the rear of the factory.

Kevin Roche, John Dinkeloo and Associates is an American architectural firm established in the 1960s, whose work has included the Dulles International Airport and the St. Louis Gateway Arch. The Cummins Factory represents the first use of corten steel in a British building, and the first large scale use in Britain of neoprene gaskets in a building. The surrounding landscape designed by Dan Kiley, one of the most important and visionary Modernist landscape architects, is an integral part of the site.

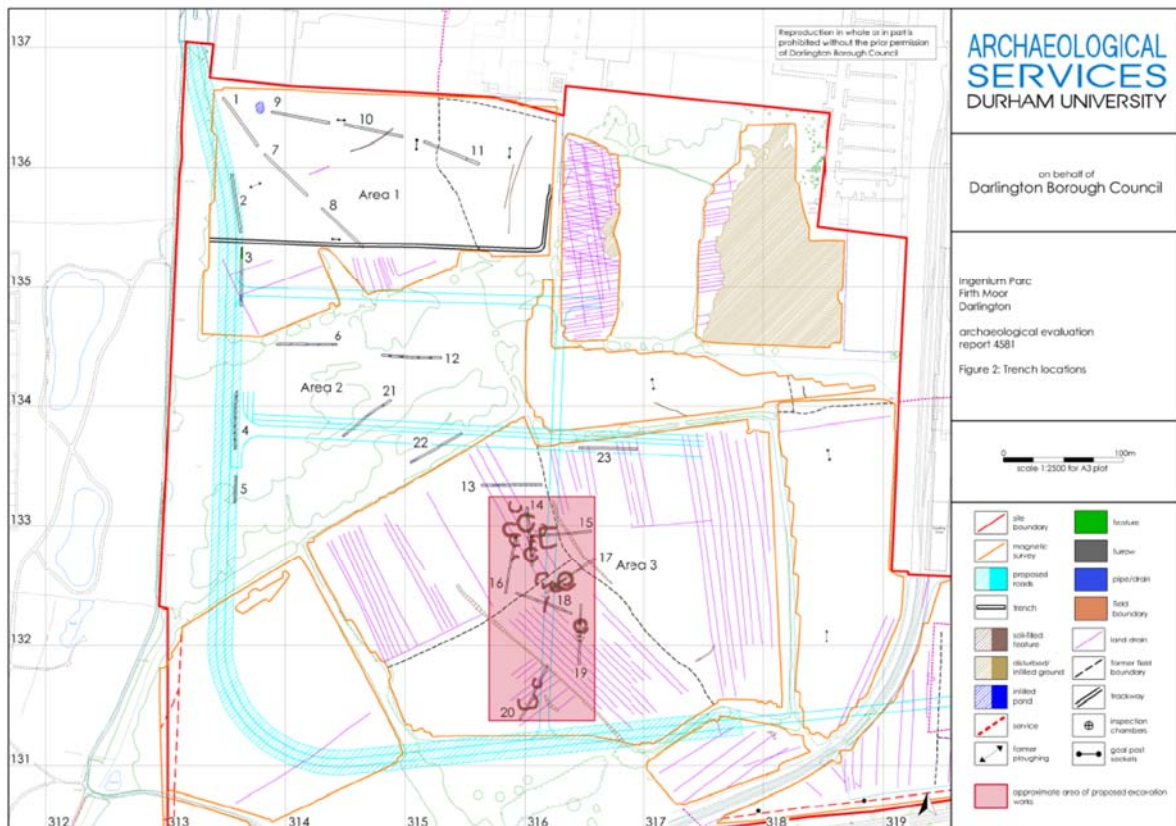
Due to their Grade II* listing the designated heritage assets are nationally important structures of high significance.



Cummins Engine Company building and photographs of the construction phase
<http://www.somethingconcreteandmodern.co.uk/building/cummins-component-plant/> accessed 12/12/17)

Archaeological deposits

A later prehistoric / Roman period settlement has been identified within the proposed development area on a raised, level plateau in a ploughed field. The soil-filled features which were detected comprised at least eight ring ditches denoting round houses. These were associated with probable pits, postholes and possible hearths. Several rectilinear enclosure ditches were also identified. The site is typical of farmsteads of this date that have been excavated in the region and typically date to the later prehistoric or Romano-British periods. The site is of regional significance and could contribute to regional research objectives. The remains of relict ploughing regimes have also been identified within the site; these are of negligible significance. These remains are evaluated in a separate report, available as supporting information for the planning application.



Extract of Archaeological Evaluation – the area shaded in red is the proposed area of excavation

The recommendations of the Heritage Statement are:

- The impact on the archaeological resource is mitigated through a programme of archaeological excavation and recording, limited to high risk areas; and
- Detailed design proposals would be required in order to fully assess the effect of the proposed development on the significance of the asset. However, at this stage it is recommended that proposals for the development allow for views from open space to the rear of the Cummins Engine Factory, do not dominate the skyline beyond the factory when viewed from Yarm Road, and retain viewpoints of the factory's associated chimney.

The illustrative plans for the site show that later phases of development may impact on the archaeological assets and in line with the recommendations this would require excavation and mitigation, the extent of this is not known at present as the planning application is in outline only.

To meet the requirements of the Heritage Statement and to respond to concerns highlighted by Historic England prior to any reserved matters application being made all development proposals must demonstrate that the scale, massing and height of buildings will not lead to them being visible from Yarm Road, in the setting of the Grade II Listed Cummins Engine Building.

7. Highways, Transport and Rights of Way

The site is accessed from Yarm Road roundabout via Salters Lane. Yarm Road is a main arterial route linking the Town Centre, Central Park and station to the A66 Strategic Road Network. Salters Lane provides the main point of access to Cummins engineering factory to the north of the site and forms a bridleway at the entrance to the site. There is a pedestrian footway on the western side of the road but no provision for cyclists.

The masterplan for the site takes advantage of the upgraded public realm and cycling facilities that will be incorporated into Salters Lane and extends this into the site. With dedicated cycle lanes and good connectivity through the site these will ultimately connect with Morton Palms Business Park to the east of Ingenium Parc. The footway network provides connections to frequent bus services on Yarm Road. The bridleway of Salters Lane will be unaffected by the proposals and will pass between Maidendale nature Reserve and the new green infrastructure being created alongside the access road and cycle path. The character of the bridleway will be unaffected by the proposed development of the site.



Road Layout NTS

Adequate on-site staff car parking must be provided in line with the TA to ensure that the highway is not obstructed and that nearby residential areas will not be impacted by fly-parking. Additionally adequate facilities for visitor parking must be provided, with accessible spaces for the disabled provided close to the main reception of the building. The access roads and Salters Lane are to be managed predominantly as no parking zones. Every plot

needs to provide adequate secure and covered cycle parking for both visitors and staff, complemented by changing areas, showers and lockers.

Provision must be made for operation vehicle parking and turning in line with the Tees Valley Highways Design Guide.

There are a number of highway improvements proposed in the in the short term:-

- An improvement scheme at McMullen Road/Yarm Road roundabout will provide two lane approaches to all legs of the roundabout apart from Yarm Road Retail Park and widen the circulatory lane enable two lane movement around the roundabout and increase capacity. This has been designed to accommodate the Ingenium Parc development traffic.
- A £0.5m. Improvement to Morton Palms A66 roundabout funded by Highways England. The scheme provides a third lane between the Morrisons roundabout and A66 Morton Palms roundabout which will both increase the capacity of that arm of the roundabout and hopefully avoid some of the poor lane discipline that some drivers display. The inbound A67 leg of the roundabout will have an extended two lane approach.
- A new link road from the end of Lingfield Way to the Eastern Transport corridor is proposed as part of the development of Link 66 at the corner of the DETC and A66. This will have significant benefits as it will enable traffic to avoid the A66 Morton Palms roundabout altogether. It will also relieve McMullen Road as it will act as a parallel route.
- A traffic signal controlled junction at Lingfield Way/Yarm Road incorporating the widening of Lingfield Way on the approach to the junction to create a 2 lane approach, the provision of pedestrian crossing phases within the junction and a new cycle route along Lingfield Way.

The above improvements are funded from national, local and developer funds and have been traffic modelled and show significant benefits in terms reducing delay.

In the medium term it is likely that capacity improvements at A66 Little Burdon roundabout will be provided from developer contributions with the longer term solution being dualling of the A66 from Morton Palms to Little Burdon roundabout. This will require significant investment by Highways England.

The development will include triggers that will require certain infrastructure investments prior to the commencement of some of the latter phases. This will need to be agreed with Highways England subject to the detailed consideration of the supporting Transport Assessment.

The Council are also promoting a scheme to provide a new northern route to the north east of Darlington linking A66 Little Burdon roundabout with the A1 Junction 59.

8. Flood and Water Management

The site is in Flood Zone 1 and as such is not an area of fluvial flood risk. As the application covers an area of over 1 hectare a Flood Risk Assessment has been undertaken that deals with the other risks of flooding that may exist. Other than a low to medium risk of overland

flooding the remainder of the site is considered to be at low risk from all other sources. In addition to this a Drainage Strategy has been developed that has informed the design of the proposed access road and associated SUDS scheme. The opportunity has been taken to use the drainage of the site to enhance habitats and biodiversity in the area, with good connectivity to the adjoining Maidendale Nature Reserve.

It is proposed the surface water drainage for each plot will be discharged at a Greenfield runoff rate of 100 l/s, which has been agreed with the Lead Local Flood Authority for Stockton Borough Council who acts as the statutory consultee for Darlington Borough Council on Major Developments. Northumbrian Water (NWL) has confirmed that their sewers have capacity to receive this discharge rate and have permitted to split this rate between NWL manhole 1906 and 2401. The surface water will be discharged at the agreed rate with any flows above this attenuated on the site within SUDs features in the form of under drained swales and detention basins. The drained system will be designed to retain all surface water within the site boundary up to and including the 1 in 100 annual rainfall event with 40% climate change.

9. Utilities and Energy

In order to facilitate a wide variety of development options and uses on the site the Council has commissioned a comprehensive Utilities Strategy that will inform the required investments. A component of the energy needs must be generated on site in line with the Core Strategy, and this will be actively promoted through generation on site, renewable energy, micro-grids and private wires in excess of this if viable and deliverable.

In line with the Core Strategy at least 10% of the predicted energy supply for buildings over 1000 m² will be provided through on-site micro-generation.

10. Uses

Ingenium Parc is exclusively intended to be an employment area with an emphasis on advanced engineering, manufacture and assembly. Other uses both ancillary and in their own right can also be accommodated including warehousing and distribution and office use. The site is identified in the Local Plan as employment land therefore the proposals do not conflict with this. B1a (stand-alone office) uses will not be permitted on the site due to high trip demands as a consequence of this activity.

A Transport Assessment has been produced to examine the impact of various development scenarios on the site. This has led to the outline planning application being for 100,000sq m B1b/c, B2 and B8 uses, with up to 46,000sqm B1b/c floor space and up to 11,000sqm B2 floor space.

11. Environmental Considerations

The proposed development is approximately 125 metres away from the nearest noise sensitive receptors i.e. the residential properties to the west of the site at Firth Moor. The separation distance will significantly reduce noise levels and any remaining impacts from the proposed development can be mitigated and prevented via good acoustic design and consideration of the layout at reserved matters. For example the positioning of service yards, external plant and large vehicle movements to the rear of buildings will mitigate noise levels.

The positioning of service yards to the rear of the buildings will also ensure that the lighting of these areas have minimal impact on the adjoining habitats in the woodland and Maidendale Nature Reserve. Street lighting, similarly to that provided within each plot will be designed to minimise light pollution and to reduce the impact on the areas of ecological mitigation.

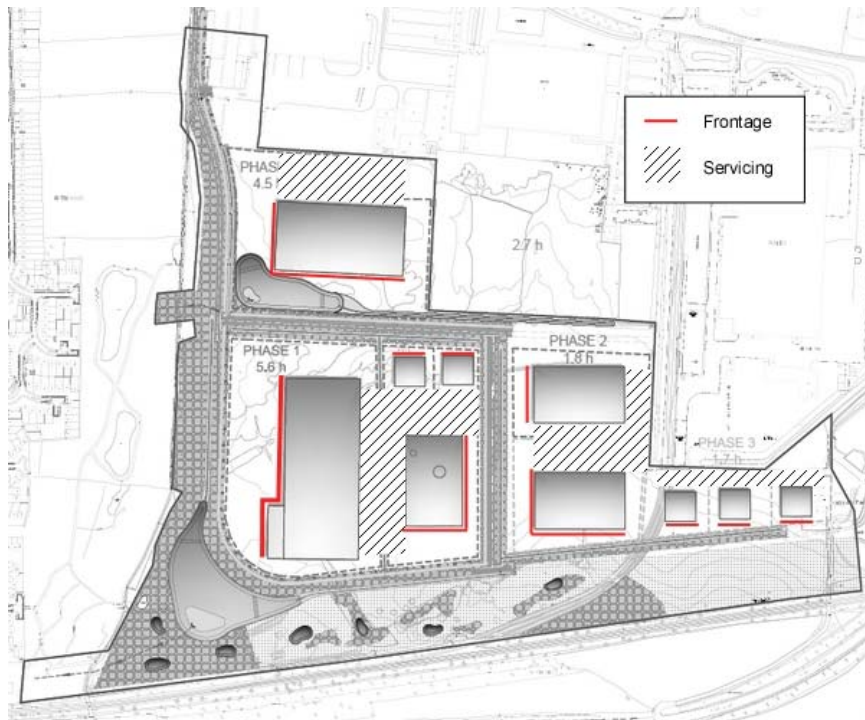
Air quality in the borough of Darlington is generally good complying with national air quality objectives and as a result there has been no need to declare any air quality management areas. The impact of the development on air quality is being assessed as part of the Transport Assessment, it is anticipated that the proposed development will have a negligible impact on air quality.

A geotechnical and geo-environmental survey has been undertaken which confirmed the site's undeveloped history and that the site presents a low risk of ground contamination.

12. Design Quality

The vision for Ingenium Parc is to create a premier location for industry and employment that will attract the best quality employers and jobs. To facilitate this, the Council has developed specific design quality criteria for the site that are based on the adopted Design of new Development SPD. In addition to the advice held therein new developments must;

- Accommodate service yards, waste management facilities and plant to the rear of proposed buildings as identified in the Regulating Plan;
- Provide staff parking in a landscaped setting that does not dominate the street scene;
- Cluster ancillary office accommodation to the front of the site with a direct pedestrian connection from the street and adequate cycle provision for visitors;
- Limit the use of fencing to the rear of buildings and use this only where security dictates this;
- Provide adequate covered and secure cycle provision for employees;
- Deal with surface water drainage above ground using the existing SUD's scheme or an alternative if capacity is limited;
- Integrate habitats and ecological measures into the built fabric and landscaping of the site in consultation with an ecologist;
- Be constructed of a palette of materials that are complementary to the landscape setting with due consideration for their visual impact within the site and where views of the site are possible from the road;
- Provide facilities for employees to take breaks in the outdoors within the site in an attractive environment with seating; and
- Provide landscaping that does not obscure site lines and natural surveillance over greenspaces, the public realm and movement corridors.



Regulating Plan - NTS

13. Phasing

The scheme is to be implemented from the entrance of the site at the end of Salters Lane with subsequent developments being located to the south and east of the site. In the long term the road and cycle network will connect to Morton Palms Business Park, although this is not required at present as sufficient capacity will be created at Salters Lane roundabout. The plan (below) shows the indicative phasing of the scheme, it is anticipated that in order to satisfy Natural England and to mitigate any loss of habitat as a result of the proposed development the blue green infrastructure will be delivered alongside the drainage solution. This will establish areas of open space at an early stage and this will then be available for translocation as required.