



# Northumberland Employment Land Review

Northumberland County Council

January 2011



Nathaniel Lichfield  
and Partners

Planning Design Economics



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and Partners**

Planning Design Economics

**NORTHUMBERLAND COUNTY  
COUNCIL**

**NORTHUMBERLAND EMPLOYMENT  
LAND REVIEW**

**FINAL REPORT**

26 January 2011

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# Executive Summary

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This Employment Land Review (ELR) has been commissioned by Northumberland County Council (NCC) to provide robust evidence to demonstrate the need for, and deliverability of, employment allocations across the County. The ELR will inform the County's Local Development Framework (LDF) - specifically the Northumberland Core Strategy and the Delivery DPD: Delivering Sustainable Communities and Proposals Map – and future reviews of Northumberland's Economic Strategy.

The principal aims of this ELR are:

- To undertake a comprehensive qualitative and quantitative assessment of all existing employment sites in Northumberland.
- To quantify the current employment land portfolio into a specifically designed database to record and monitor the survey outcomes, and other site characteristics.
- To obtain an understanding of the future growth aspirations/plans and criteria/specifications of required sites of existing employers in Northumberland.
- To understand key current and future sectors in the local economy and provide an insight into potential industry clusters and niche industries.
- To understand important market segments, undertake a flow analysis to reveal past trends and inform future supply and demand.
- To recommend potential new employment land revealed by a 'call for sites'.
- To confirm which sites to retain and which to release, identifying any gaps in the land portfolio. If new sites are suitable to alleviate these gaps they should be recommended as an appropriate employment site. Ultimately, a portfolio of sites should be recommended to take forward in the Northumberland LDF.

## Economic Context

In very broad terms, the County is made up of three broad socio-economic areas, termed 'Key Service Areas' by NCC. The smallest spatially (but most densely populated), Service Area is in the **South East** of the County, which forms part of the Tyne and Wear City Region. This area has traditionally comprised the industrial hub of Northumberland and has a substantial coal mining and seafaring legacy. Despite facing many challenging socio-economic issues resulting in part from its industrial heritage, these areas still form the dominant commercial areas in the County due to their proximity to the commercial hub of Tyneside with its various facilities including Newcastle International Airport.

In contrast, the **North Service Area** stretches from Morpeth all the way up through Alnwick, Wooler to Berwick-upon-Tweed in the far north of the County. This area is defined by its rurality and the attractive and historic market towns. In contrast to South East Northumberland, this area has very dispersed population patterns and localised levels of market demand. Although in general the area is affluent, there are pockets of rural deprivation whilst market demand is constrained by the area's remoteness and poorer quality strategic road links.



The **West Service Area**, which comprises much of the former Castle Morpeth and particularly the Tynedale Districts, exhibits many similarities with the North Service Area, in particular the quality and desirability of its market towns such as Ponteland, Hexham, Corbridge, Haltwhistle and Prudhoe; the splendour of the countryside, heritage, and tourism and leisure, particularly focussed upon the World Heritage site of Hadrian's Wall, are also key strengths. In terms of the commercial and industrial market, the area is predominantly focussed around the Tyne Valley area, with settlements beyond this being less accessible, peripheral markets characterised by indigenous demand, catering to the rural economy. As with the North, many locations are physically remote and face key challenges in retaining younger residents and remaining sustainable, viable communities.

## **The Current Stock of Employment Space**

Northumberland has a relatively large stock of employment space overall in comparison with the neighbouring authorities. It has the third highest amount of floorspace; exceeding that of Newcastle – the regional capital. However, an examination of floorspace relative to population shows that the County has a modest supply in per capita terms. This is particularly true with respect to office floorspace – Northumberland has less floorspace per capita than any of the surrounding districts.

In gross terms, Northumberland is estimated to have 46.65ha of potential new employment land that would be taken up if all extant planning permissions relating to employment land were implemented. Based upon recent levels of take-up, this would equate to approximately 4.5 years of supply. Adjusting this figure to allow for any losses of B class land due to extant permissions would result in a net development pipeline of just 1ha.

Vacancy rates across Northumberland are estimated at 8.8%, which is broadly in line with a level of 8-10% typically observed in a healthy commercial property market. This does, however, mask some significant variations by sub-area with above average vacancies in the South East and particular low levels recorded in the North and West.

An average of 10.43ha of gross new B class land has been developed annually in Northumberland in recent years, with much of this activity focused in Blyth Valley and Tynedale. However, significant losses of employment land over the same period mean that, in net terms, the County has actually experienced a decline in the stock of employment land available.

The majority of demand for employment space in Northumberland has traditionally been for **industrial (manufacturing and distribution) uses**.

The main industrial demand has been for premises in the South East of the County, particularly the former districts of Blyth Valley and Wansbeck. This has resulted in a range of new industrial developments taking place in the last 5 years, notably at North Nelson and Nelson Park West Industrial Estates at Cramlington providing new accommodation from 500 sq ft up to 30,000 sq ft on a speculative basis. There does, however, appear to be demand for further industrial accommodation in Prudhoe, Hexham and Morpeth where availability levels are currently very low.



Elsewhere in the County, markets appear to be very localised. There are new units currently vacant in Alnwick and Berwick. There are also vacancies in some of the more rural areas e.g. Wooler and Belford but demand is not steady.

Northumberland is not generally regarded as a significant centre for **office development**. As a consequence, the majority of demand is from local occupiers.

The last decade has seen several new, good quality, office developments in the County. Take up success has been mixed. Northumberland Business Park has been the most successful in terms of amount of space disposed of. This is probably due to its location and catchment area and the range of accommodation developed.

In common with most areas there is little appetite currently for speculative development of any kind and this is likely to continue until the property market and general economy improve. Once this happens however there appear to be areas where demand should stimulate development of new floorspace but only when this becomes economically viable.

## **Review of Current Employment Space and Allocations**

The study assessed 125 existing and committed employment sites in the three Service Areas within Northumberland, which together account for slightly over 350ha of nominally available land and a further 325ha of potential expansion land. In general, the quality and spatial distribution of the sites was found to be highly variable, although it is estimated that around 160ha of land rated as being high quality, and 75ha lower quality:

- The North Key Service Area had 48 sites, comprising some 108ha of available employment land, with a reasonable spread of good quality sites across the area in towns such as Alnwick and Berwick, and clear deliverability issues for sites in and around Morpeth in particular;
- The South East Key Service Area, based largely around the former areas of Wansbeck and Blyth Valley, has a considerable legacy of industrial land and Port-related uses, hence this area has the bulk of the County's forward supply – some 227ha, including the County's only Strategic Site at West Hartford. In general, the sites scored highly in this area, particularly in and around Cramlington, due to sites' policy compliance, accessibility and reasonable levels of demand, although the increased costs involved in bringing forward many of these sites is likely to impact significantly upon the deliverability of the portfolio;
- The West Service Area had just 37 sites totalling just over 18ha, reflecting the considerable under supply of land in most of the larger towns in this area, notably Hexham, Ponteland and Prudhoe. Much of the land that is notionally available in this area is heavily constrained, with the owners often pursuing alternative, higher value uses for the site.

## **Economic Drivers and Non B Class Sectors**

It appears that Northumberland's future growth is likely to be characterised by a shift away from public sector activities into the private service sector, with employment in manufacturing remaining relatively constant (albeit characterised by movement into higher value sectors such as biotechnology and operations linked to renewable energy). The key growth sectors in



terms of jobs are likely to be business services and tourism accompanied by some small scale growth in other service sectors although this will depend to a large extent on encouraging indigenous start-ups and providing some better quality premises in order to retain these firms and allow them to grow. The County is not seen as having a significant role as a location for strategic distribution operations with large units, but could focus more on smaller scale firms in this sector.

Overall the B class sectors with the potential to experience high or transformational levels of growth are business services, advanced manufacturing (including the strong pharmaceuticals sector) and environmental technologies/energy. However, losses in other sectors such as financial services and process manufacturing mean that the potential for an overall economic 'step change' are relatively low. Amongst the non-B class sectors, tourism and its associated industries (e.g. restaurants, accommodation etc) stand out as the sector with the highest growth potential, driven by better marketing of the County's existing assets and upgraded facilities for visitors. Other sectors including construction, education, health and public administration are all expected to suffer from declines in employment levels to a lesser or greater extent. Overall, the employment forecasts suggest that there is unlikely to be much change in the employment levels of the Non B Uses over the plan period, but there could be significant growth in B class jobs.

## **Future B Class Employment Space Requirements**

Based on consideration of various factors, seven different estimates of future employment space requirements were prepared, using different approaches. The overall space requirements related to these different futures **range from 293ha to 506ha gross** between 2010 and 2030. A range of qualitative and quantitative factors have been considered within this report that can help to inform a judgment on the appropriate level of need, with the key issues set out below:

- Northumberland County has many advantages as an office, industrial and distribution location, with reasonable north/south strategic road accessibility, particularly if the A1 were to be continuously duelled through to Scotland (although substantial areas are physically remote); the proximity to the East Coast Mainline, competitive business costs, access to a significant skilled labour force; discrete economic markets (given the size of the County); and emerging strengths in key growth sectors, such as renewables and tourism;
- Future job growth projections for Northumberland are reasonable in the medium to long term (for the central/higher scenarios at least);
- However, the County has an above average proportion of residents employed in the public sector, which is facing severe cuts in the short to medium term;
- There is a general consensus amongst stakeholders that a number of the more successful employment areas, particularly Morpeth, Prudhoe and Hexham, are reaching full capacity and in urgent need of new employment sites and units to be provided;
- The County has an opportunity to focus on Business Services, with clear requirements for B1a space in particular;



- Take up rates in the County in recent years have been low, at 10.43ha per annum, although 13.828ha has been lost annually to non-employment uses.

**Consequently, on the basis of these considerations, a range of between 293ha and 317ha (gross) of employment land may be considered appropriate. This is equal to the NLP Lower Scenario model run at the lower end, and the NLP Central projection at the top end.** Both figures include a margin of choice. The range accommodates Northumberland's potential for job growth in land hungry sectors such as renewables, whilst factoring in the uncertainty of the ongoing recession and the negative growth in residents of working age forecast for the County over the coming years.

## **The Demand / Supply Balance**

A detailed assessment of the committed employment sites in the County suggests that some 137.6ha could be de-allocated from the portfolio, relating to 21 sites.

This would leave a total forward supply of 215.79ha of employment land, plus 7.03ha of windfall sites with extant planning permission, 6.8ha of former expansion land at Egger now with extant planning permission for industrial use, thus equating to a **forward supply of 229.62ha, with a further 107ha of expansion land/sites under option.** In general terms, this suggests that given the level of demand (293-317ha), there would be a **quantitative need for around 64-87ha of new employment land in the County to 2030.**

This could equate to further provisions in the order of:

- 10ha of further industrial land in Alnwick if demand is proven in the longer term;
- 5ha of office and industrial land in and around Morpeth (presuming the proposed Fairmoor development proceeds);
- 10ha of industrial land south of the River in Blyth;
- 10-15ha of further office and industrial land in Hexham;
- 5ha of mixed use land which would include an element of office space in Ponteland;
- 10-15ha of office and industrial land in Prudhoe

Against this background, 32 potential employment sites were considered in this stage of the assessment. Of the sites proposed, and following a separate review by NLP on broad areas of search in areas of unmet demand, the following recommendations are made:

- **Alnwick:** A reserve 10ha B2 allocation could be provided at ELR11 if demand is proven in the longer term to 2020, with ELR12 (Lionheart Phase 4) providing a further high quality alternative. A hotel may be suitable on ELR2 given that it has planning permission for such a use.
- **Morpeth:** On the presumption that the two allocations at Fairmoor can be brought forward as part of a wider mixed use scheme a 5ha B1 allocation in the vicinity of County Hall could also be appropriate.
- **Blyth:** The two large existing sites that comprise Blyth Riverside Park (C02 and C03) could be intensively redeveloped to provide the additional 10ha industrial land



requirement. Further site investigation may be required in the longer term to identify a potential alternative development opportunity should site intensification prove unfeasible.

- **Blyth Estuary/East Bedlington:** ELR29 (land at East Sleekburn) to be put forward as a niche employment land development specifically protected for renewables investment. This could provide an additional 35.6ha. It should not be regarded as forming part of the general employment land supply.
- **Haltwhistle and West Tyne:** land adjacent to the A69 at Haltwhistle has the potential to accommodate tourism uses related to Hadrian's Wall and the surrounding countryside, subject to compliance with given policy criteria.
- **Hexham and Hexhamshire:** Given the strength of demand and constraints to development in Hexham, it is recommended that a bespoke employment land viability assessment should be taken forward for the town. Ahead of this study, it is considered that site ELR6 (The Hermitage) could perhaps be considered for a mixed use allocation and sensitively extended towards the A69 roundabout to the east, although this site is heavily constrained. This could provide 10ha of B1 employment use. If this proposal is not considered suitable/viable, alternatives could involve east of the Egger plant or land to the west of Shaws Lane (south of the Golf Course), potentially comprising a mixed use development with a 10ha B1 allocation. All suggestions are broad areas within the Green Belt.
- **Prudhoe:** It is considered that the proposed Prudhoe Hospital mixed use site would represent an appropriate 7ha B1 allocation for local requirements. A further allocation may also be required and the potential for an additional 5ha B-class allocation adjacent to site E17 (the Hammerite site) may be viable. Again, the possible areas of search would require a Green Belt review.
- **Ponteland:** It is considered that there is sufficient demand to justify a small, high quality, B1 development in Ponteland. A possible future site is to the south east of Ponteland relating to the eastern portion of site ELR26 (Clickemin Farm, specifically areas a and b), with land available to extend this as a further possible option. It is possible that this site may need to be mixed use to be deliverable. A further option could involve the allocation of land to the north and east of Dobbies Garden Centre, to the south-east of Ponteland along the A696. It will be for the LDF to assess the possible scale of any allocation (based on the future role of the settlement) and to establish the suitability of these sites for future employment use.



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1.0

## Introduction

1.1

This Employment Land Review (ELR) has been commissioned by Northumberland County Council (NCC) to provide robust evidence to demonstrate the need for, and deliverability of, employment allocations across the County. The ELR will inform the County's Local Development Framework (LDF) - specifically the Northumberland Core Strategy and the Delivery DPD: Delivering Sustainable Communities and Proposals Map – and future reviews of Northumberland's Economic Strategy.

### Context

1.2

The County and District Councils in Northumberland were replaced from 1 April 2009 by a new Unitary Council. This new Council is now the Plan-making authority, with sole responsibility for the preparation of the LDF for the County. Northumberland's local policy framework therefore currently comprises of saved policies from the 6 District Local Plans and the adopted LDF Core Strategies for Alnwick, Blyth Valley and Tynedale.

1.3

NCC recognise the importance of developing a well evidenced and defensible evidence base for the new unitary authority, hence Nathaniel Lichfield and Partners (NLP) with commercial property agents BNP Paribas Real Estate (BNPPRE) were commissioned to produce an ELR to assess the demand for, and supply of, land for employment use and ultimately develop recommendations and options for a new portfolio of sites for Northumberland best suited to deliver economic growth. In particular, sites allocated for employment use in the LDF will need to reflect the changing requirements of businesses and local economies.

1.4

The principal aims of this ELR are:

- To undertake a comprehensive qualitative and quantitative assessment of all existing employment sites in Northumberland.
- To quantify the current employment land portfolio into a specifically designed database to record and monitor the survey outcomes, and other site characteristics.
- To obtain an understanding of the future growth aspirations/plans and criteria/specifications of required sites of existing employers in Northumberland.
- To understand key current and future sectors in the local economy and provide an insight into potential industry clusters and niche industries.
- To understand important market segments, undertake a flow analysis to reveal past trends and inform future supply and demand.
- To recommend potential new employment land revealed by a 'call for sites'.
- To confirm which sites to retain and which to release, identifying any gaps in the land portfolio. If new sites are suitable to alleviate these gaps they should be recommended as an appropriate employment site. Ultimately, a



portfolio of sites should be recommended to take forward in the Northumberland LDF. There is also an expectation that the recommended portfolio should provide a spatial analysis of employment locations and sites in terms of their suitability for certain uses, especially identified growth sectors, and recommendations for potential policy interventions to stimulate development.

- 1.5 The above needs to be linked to future growth projections for Northumberland's economy which the study will present under various growth scenarios. Each scenario will produce differing land demands and may have implications for the suggested site portfolio in terms of site location and the provision for key sectors.
- 1.6 It should be noted that Northumberland County Council commissioned St Chad's College (part of Durham University) to undertake a separate study in relation to projections of future labour supply/demand and GVA for Northumberland's economy, and conversion into quantitative land requirements per sector under various growth scenarios. This work is now complete and has informed the demand forecasts used in this ELR.

## **Approach and Methodology**

- 1.7 The study's approach generally follows Government guidance on undertaking Employment Land Reviews<sup>1</sup> and also takes into account recent, post PPS4 guidance on such studies<sup>2</sup>. It focuses on employment space needs for the group of B Use Classes (offices, manufacturing and warehousing/distribution) but also examines, in broad terms, the employment growth potential and land needs of other economic uses defined by PPS4, such as retail, leisure, healthcare, waste management and education.
- 1.8 The requirements for both employment land and floorspace are considered in the study, and references to "employment space" are intended to mean both these elements. The term industrial space includes both manufacturing and distribution uses.
- 1.9 The overall process by which employment needs have been assessed, and how these would feed into the LDF process, is illustrated by Figure 1.1.

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<sup>1</sup> Employment Land Reviews Guidance Note, ODPM (2004)

<sup>2</sup> South East Partnership Board (February 2010): South East Plan Supplementary Guidance - Employment and Economic Land Assessments



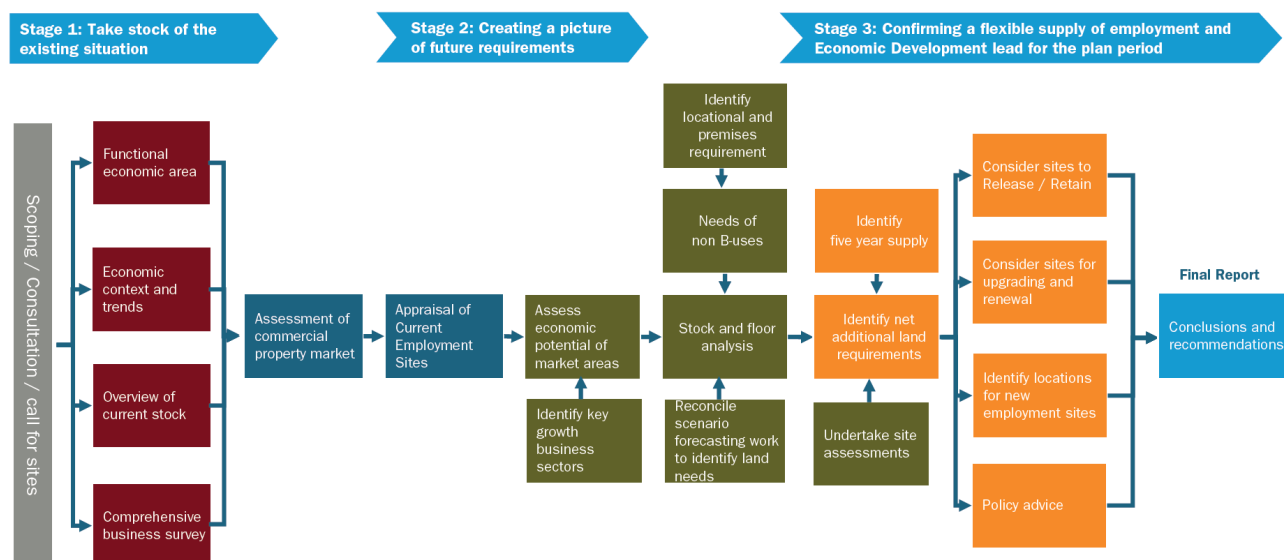


Figure 1.1 Study Methodology

- 1.10 Key inputs to this process included a business survey and consultation with various organisations with an interest in the supply of employment land including employers, economic development and inward investment agencies, business groups, property agents and developers. Appendix 1 contains a list of consultees.
- 1.11 The study also draws on previous employment land and economic studies undertaken for adjoining districts as well as other relevant documents including economic strategy documents, planning policy guidance, the latest available property market information and published economic statistics. This includes the Northumberland Economic Strategy (August 2010) and the Council's Local Economic Assessment (2009).
- 1.12 The report is structured as follows:

<b>Economic Context (Section 2)</b>	An overview of policy, current economic conditions and recent trends in the County and adjoining areas that may affect the need for employment space.
<b>The Current Stock of Employment Space (Section 3)</b>	A review of the local commercial property market, including the supply of and demand for different types of employment space within the County and the needs of different market segments.
<b>Review of Current Employment Space and Allocations (Section 4)</b>	Assesses potential sites for employment development, in terms of suitability to meet future needs and attractiveness to the market.
<b>Economic Drivers and Non-B Class Sectors (Section 5)</b>	Identification of potential growth sectors that may have specific space requirements, taking into consideration the potential future economic role of the County, key drivers that could influence this and its competitive advantages.
<b>Future B Class Employment</b>	Calculates estimates of net employment land



<b>Space Requirements (Section 6)</b>	requirements into gross requirements and specific needs in different settlement areas.
<b>The Demand / Supply Balance (Section 7)</b>	An assessment of the balance of supply/demand of employment land, identifying how much additional land, and what types, need to be allocated and any sites to be re-allocated for other uses.
<b>Potential New Sites (Section 8)</b>	Identifying a site portfolio based on retaining better quality sites, releasing poorer sites, considering the scope to maximise redevelopment / intensification of existing sites and identifying the type/location of any new additional sites.
<b>Managing and Delivering Employment Space (Section 9)</b>	Consideration of policy and other measures needed to support the site portfolio and maximise economic growth in Northumberland.
<b>Overall Conclusions (Section 10)</b>	Overall conclusions and recommendations for the study.



## 2.0 Economic Context

- 2.1 This section establishes the economic context for the study by reviewing recent economic conditions and trends within Northumberland's economy and contextualising it with that of the region and the UK.

### Geography and Connections

- 2.2 Northumberland is England's most northerly County with the main area of population concentrated in the south east, just north of the Tyne and Wear City Region. Although the County has a total population in the region of 311,000 residents, its sheer size ensures that it is the least densely populated County in England, with no town accommodating more than 40,000 residents. As a consequence, development patterns are highly dispersed, with built up areas surrounded by substantial areas of countryside of outstanding quality and natural beauty, part of which forms the Northumberland National Park.
- 2.3 The unique economic geography of Northumberland means that identifying the spatial extent of employment and commercial markets within the area is challenging for the ELR. Northumberland contains a number of relatively self contained economies, particularly in the sparsely populated rural North and West. Many locations in these areas are relatively isolated and experience challenges in sustaining communities due to the difficulty in accessing jobs and services. It is important that this study and the LDF consider ways in which Northumberland's land portfolio can best respond to this challenge.
- 2.4 In very broad terms, the County is made up of three broad socio-economic areas, termed 'Key Service Areas' by NCC as illustrated in Figure 2.1. The smallest spatially (but most densely populated), Service Area is in the **South East** of the County, which forms part of the Tyne and Wear City Region. This area has traditionally comprised the industrial hub of Northumberland and has a substantial coal mining and seafaring legacy around which many of the main town and settlements, such as Ashington and Blyth have developed (although it should be noted that in relation to Cramlington, the intention of developing the industrial estates in the North West of the town was to diversify the economy away from coal).



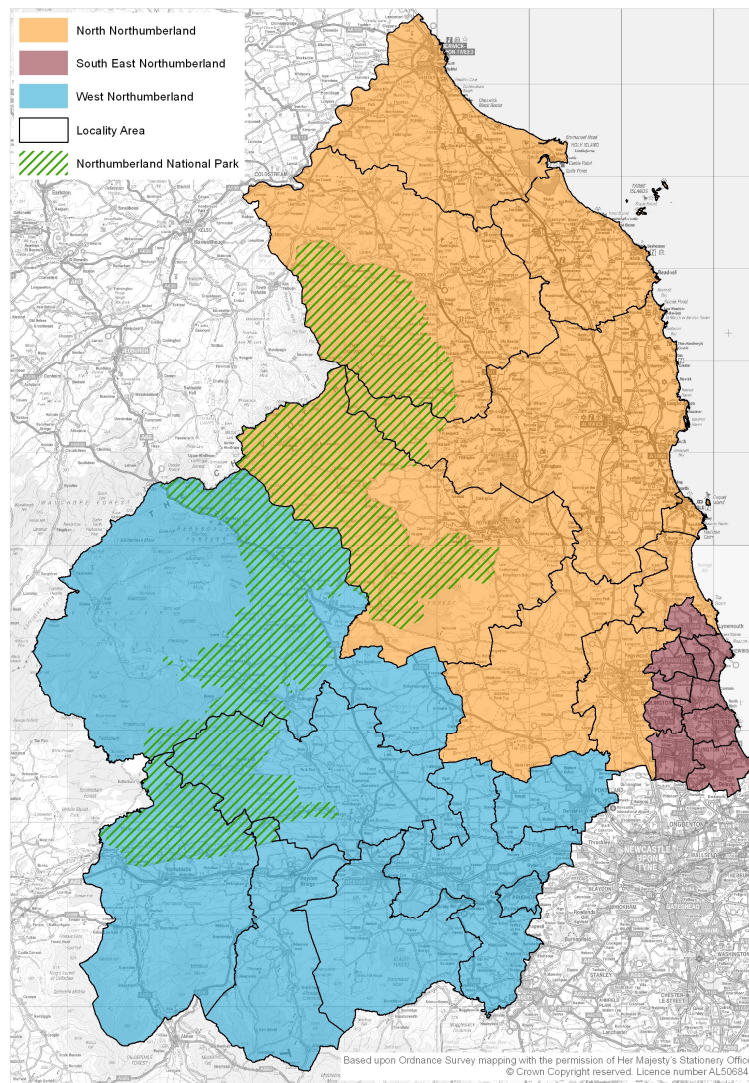


Figure 2.1 Context Plan

Source: NLP analysis

2.5

Despite facing many challenging socio-economic issues resulting in part from its industrial heritage, these areas still form the dominant commercial areas in the County due to their proximity to the commercial hub of Tyneside with its various facilities including Newcastle International Airport. The area also benefits from largely excellent road links via the A1 and A19. Indeed, the area is viewed by some property developers/investors as a reasonable alternative to the higher value sites and premises of the Tyne and Wear Authorities. For the purposes of this report, **South East Northumberland** has been apportioned into ten smaller areas, termed 'Service Area Localities':

- Blyth
- Choppington, Stakeford & Guidepost
- Cramlington
- East Ashington



- East Bedlington
- Ellington, Lynemouth & Linton
- Newbiggin
- Seaton Valley
- West Ashington
- West Bedlington

2.6

In contrast, the **North Service Area** stretches from Morpeth all the way up through Alnwick, Wooler to Berwick-upon-Tweed in the far north of the County. This area is defined by its rurality and the attractive and historic market towns. In contrast to South East Northumberland, this area has very dispersed population patterns and very localised levels of market demand. Although in general the area is affluent, there are pockets of rural deprivation whilst market demand is constrained by the area's remoteness and poorer quality strategic road links. The area does benefit from having the East Coast Main line running north-south, with regular services to London and Edinburgh from Berwick and, less frequently, Alnmouth. The area also benefits from the A1 strategic route, although it is not dualled continuously from Alnwick to the Scottish borders. The A697 also forms a key north/south link through the profile area. Tourism and leisure is a particular strength of the area due to the quality of the countryside, the heritage of its market towns and castles, and the spectacular coastal attractions. This area has been broken down into nine Service Area localities:

- Alnwick
- Amble
- Berwick & Islandshire
- Coquetdale
- Glendale
- Hartburn & Rural West
- Morpeth
- Seahouses & Belford
- Widdrington & Cresswell

2.7

The **West Service Area**, which comprises much of the former Castle Morpeth and particularly the Tynedale Districts, exhibits many similarities with the North Service Area, in particular the quality and desirability of its market towns such as Ponteland, Hexham, Corbridge, Haltwhistle and Prudhoe; the splendour of the countryside, heritage, and tourism and leisure, particularly focussed upon the World Heritage site of Hadrian's Wall, are also key strengths. In terms of the commercial and industrial market, the area is predominantly focussed around the Tyne Valley area, with settlements beyond this being less accessible, peripheral markets characterised by indigenous demand, catering to the rural economy. As with the North, many locations are physically remote and face key challenges in retaining younger residents and remaining sustainable, viable communities.



- 2.8 Areas such as Prudhoe and Ponteland form a key role for overspill from the Tyne and Wear market and, like parts of the South East area, provide good value alternatives to the Tyneside market. This area is characterised by physical and planning policy constraints, particularly the presence of the Green Belt, the River Tyne itself, topography and the Northumberland National Park. The east-west A69 is the key arterial route for the area, running alongside the Carlisle to Newcastle rail line, which serves stations the length of the Tyne Valley. In total, there are eight Service Area localities in the West:

- Allendale
- East Tynedale
- Haltwhistle & West Tyne
- Hexham & Hexhamshire
- Mid Tyne
- North Tyne & Redesdale
- Ponteland
- Prudhoe

### **Policy Context**

- 2.9 This part of the report provides a summary of the relevant policy documents relating to employment land within Northumberland.

### **National Planning Policy**

- 2.10 The study has been shaped by the aims and objectives of a variety of national planning policy and guidance documents to ensure that the ELR forms a robust part of Northumberland's LDF evidence base. Relevant documents that have informed the work include:

- PPS1: Delivering Sustainable Development;
- PPS4: Planning for Sustainable Economic Growth;
- PPS7: Sustainable Development in Rural Areas (sections remaining after adoption of PPS4);
- PPG13: Transport;
- PPG20: Coastal Planning;
- Good Practice Guide on Planning for Tourism;
- Living Working Countryside: The Taylor Review of Rural Economy and Affordable Housing.

- 2.11 Whilst it is important to ensure that the study is mindful of and takes account of the national policy context as outlined above, it is not considered necessary to provide a summary of each document.

- 2.12 **PPS4** sets out the Government's overarching objective to achieve sustainable economic growth. The document places retail and other town centre development in a wider context as 'economic development' which provides employment opportunities, generates wealth and/or economic output. This includes B-class uses (offices, industry and storage/distribution) but also public and community uses, town centre retail and leisure and other forms of



development that achieve these objectives. PPS4 requires local authorities to plan for a 'broad range' of economic development, acknowledging that other sectors also generate employment and economic growth.

- 2.13 Policy EC2 provides a framework for planning to facilitate sustainable economic growth. The policy recommends that local planning authorities ensure that their development plan:
- Sets out a clear economic vision and strategy, which positively and proactively encourages sustainable economic growth;
  - Supports existing business sectors, as well as identifying and planning for new or emerging sector, whilst ensuring that policies are flexible enough to respond to changing economic circumstances;
  - Positively plans for the location, promotion and expansion of clusters or networks of knowledge driven or high technology industries;
  - Seeks to make the most efficient and effective use of land, prioritising previously developed land and reflecting the different location requirements of businesses;
  - Identifies, protects and promotes key distribution networks and locates or co-locates developments which generate substantial transport movements in accessible locations;
  - Plans for the delivery of sustainable transport and other infrastructure needed to support their planned economic development;
  - Identifies a range of sites to facilitate a broad range of economic development, including mixed use;
  - Does not carry site allocations forward from one version of the development plan to the next without evidence of the need and reasonable prospect of their take up during the plan period;
  - Encourages new uses for vacant or derelict buildings;
  - Considers how sites for different business types can be delivered, including by the use of compulsory purchase to assemble sites and other planning tools including area action plans, simplified planning zones and local development orders; and
  - Facilitates new working practices such as live/work.
- 2.14 PPS4 suggests that town centre uses include offices, retail, leisure, sports and entertainment, arts, culture and tourism development. As such, Policy EC5 specifies that LPAs should identify an appropriate range of sites to accommodate the identified need, ensuring that sites are capable of accommodating a range of business models in terms of scale, format, car parking provision and scope for disaggregation. An apparent lack of sites of the right size and in the right location should not be a reason for LPAs to avoid planning to meet the identified need for development.
- 2.15 Policy EC5 requires that main town centre uses which are not located within an existing centre, and which are not in accordance with an up-to-date



development plan strategy, should be subject to two tests<sup>3</sup>: the sequential approach to site selection; and the impact arising from the development, taking into account a number of criteria.

- 2.16 Having identified sites for development, PPS4 requires LPAs to allocate sufficient sites in development plan documents to meet at least the first five years identified need. Where appropriate, LDFs should set out policies for the phasing and release of allocated sites to ensure that those sites in preferred locations within centres are developed ahead of less central locations.
- 2.17 Policy EC6: 'planning for economic development in rural areas', seeks to ensure that LPAs protect the countryside and strictly control economic development in open countryside away from existing settlements. Most new development should be located in or on the edge of existing settlements. The conversion and re-use of appropriately located and suitably constructed existing buildings in the countryside for economic development should be supported.
- 2.18 Policy EC7: 'planning for tourism in rural areas', states that local planning authorities should support sustainable rural tourism and leisure developments that benefit rural businesses, communities and visitors and which utilise and enrich, rather than harm, the character of the countryside, its towns, villages, buildings and other features. Through their LDFs, local authorities should (inter alia):
- a Sensitively support the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not being met;
  - b Wherever possible, locate tourist and visitor facilities in existing or replacement buildings;
  - c Support extensions to existing tourist accommodation where the scale of the extension is appropriate to its location and where the extension may help to ensure the future viability of such businesses;
  - d Ensure that new or expanded holiday and touring caravan sites and chalet developments are not prominent in the landscape and that any visual intrusion is minimised;
  - e Recognise that in areas statutorily designated for their natural or cultural heritage qualities, there will be scope for tourist and leisure related developments, subject to appropriate control.

### **Local Planning Policy**

- 2.19 The Northumberland consolidated planning policy framework currently comprises of saved policies from the six District Local Plans and the adopted LDF Core Strategies for Alnwick, Blyth Valley and Tynedale.

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<sup>3</sup> Policy EC14 clarifies that where office development is ancillary to other forms of economic development not located in the town centre there should be no requirement for such offices to be located in the town centre.



- 2.20 The development plan for the former District area of **Alnwick** consists of:
- Saved policies of Alnwick District Wide Local Plan (1997); and
  - Alnwick District LDF Core Strategy (October 2007)
- 2.21 Policy S9 of the Core Strategy concerns the allocation of employment land within the district, and states that up to 30 hectares of land will be allocated for employment provision between 2004 and 2021. The majority of land will be in the main rural service centres of Alnwick and Amble, in line with the Council's development strategy. The Council is also keen to use some employment land to form a new 'gateway' to the town of Alnwick, as suggested by the 2004 Alnwick Strategic Sites Feasibility Study.
- 2.22 The recent Strategic Sites study for Alnwick town has emphasised the ongoing demand for strategic employment land in Alnwick town, despite an over-provision of employment land in the North East region as a whole.
- 2.23 The development plan for **Berwick upon Tweed** consists of:
- Saved policies of the Berwick-upon-Tweed Borough Local Plan (April 1999).
- 2.24 22.8 hectares of land for general, local employment and business park land was allocated in the Local Plan for the period 1 July 1991 - 1 July 2006. More than half of this land (13.6ha) was allocated for the North Road Industrial Estate and extension at Berwick upon Tweed itself.
- 2.25 The development plan for **Blyth Valley** consists of:
- Saved policies of the Blyth Valley District Local Plan (May 1999);
  - Blyth Valley Borough LDF Core Strategy (July 2007); and
  - Development Control Policies DPD (September 2007).
- 2.26 The Core Strategy allocated 175 hectares of employment land for Blyth Valley, comprising 80 hectares of general employment land, 40 hectares of brownfield mixed-use and 55 hectares of prestige employment land. New employment opportunities will continue to be directed towards the main towns of Blyth and Cramlington.
- 2.27 The development plan for **Castle Morpeth** consists of:
- Saved policies of the Castle Morpeth District Local Plan (February 2003)
- 2.28 The Local Plan allocated 93 hectares of land for employment use (Policy E1).
- 2.29 The development plan for **Tynedale** consists of:
- Saved policies of the Tynedale District Local Plan (April 2000); and
  - Tynedale District LDF Core Strategy (October 2007).



- 2.30 Policy EDT2 of the Core Strategy specified a need for the provision of 34 hectares of employment land, which equates to approximately 2.25 hectares per annum up to 2016. The majority of this land will be in the main towns and local centres of Hexham, Prudhoe and Haltwhistle. It should be noted that Policy NE10 of the Local Plan identifies Prudhoe Hospital as an important development site and recognises the potential for a mixed-use development, with a notional 7ha of employment land to be provided.
- 2.31 The development plan for **Wansbeck** consists of:
- Saved policies of the Wansbeck District Local Plan (July 2007).
- 2.32 As of April 2009, there was a total of 63 hectares of employment land available for new development in the former district. These were mainly located in Ashington and Bedlington. This amount was sufficient to meet requirements set out in the Structure Plan (as was required at the time of adoption).
- 2.33 Policy EMP3 of the Local Plan designates land at Cambois as a zone of economic opportunity for development by businesses requiring large sites in non-estate locations. The Policy states that proposals for B1, B2 and B8 development will be permitted at Cambois provided that:
- The development cannot be accommodated in a designated general employment area elsewhere in the District; and
  - In the case of proposals for greenfield development, there are no suitable alternative previously developed sites within the zone; and
  - The development will be carried out in a well planned and co-ordinated manner; and
  - Proposals include large amounts of tree planting and other forms of landscaping.

### **Economic Activity**

- 2.34 Current economic conditions and trends in Northumberland are summarised below, with comparisons made, where appropriate, to the North East and national averages. Given the size and diverse nature of the County, data has, where possible, also been considered with respect to the three sub-areas of North, South East and West Northumberland.
- 2.35 It should be noted that the majority of economic data has in the past been collected regularly at former local authority area. Information is only collected at Super Output Area (which can be aggregated up to reflect the boundaries of Northumberland's three sub-areas) during a Census. As such, in order to collect up-to-date and meaningful time-series data, it has been necessary to aggregate up information relating to the former local authorities in order to develop proxy measures for the three sub-areas. This is considered a reasonable approach, given that the local authority boundaries generally correspond fairly closely with those of the former districts. In adopting such an approach, the following assumptions have been applied:



- North Northumberland contains the former authorities of Alnwick, Berwick and Castle Morpeth<sup>4</sup>;
  - South East Northumberland contains the former authorities of Blyth Valley and Wansbeck; and
  - West Northumberland comprises the former Tynedale district.
- 2.36 Northumberland has a resident population of approximately 311,100, of which 197,000 are of working age<sup>5</sup>. Its population has risen by just 1.2% over the last 10 years; a rate of growth that is significantly lower than the national average (5.3%) but broadly in alignment with modest population increases observed at the regional level (1.3%) over the same period.
- 2.37 The number of employee jobs in Northumberland, which stood at 103,400 in 2008, has risen by a modest 1.7% over the past 10 years – a period of strong economic growth nationally. This compares with job increases of 9.0% across the North East and 9.5% across Great Britain and indicates that Northumberland has underperformed in employment terms over the decade. Analysis of data at the sub-area level reveals that all three areas have observed low levels of growth. Performance was weakest in the South East, where the employment base actually contracted by 1.0% over the period.
- 2.38 Levels of self-employment in the County rose from 8.1% in June 2005 to 9.2% by June 2010; in contrast, the figure for England and Wales remained largely static over the same time period (9.1% to 9.2% 2005-10)<sup>6</sup>. This would suggest strong growth in self-employment, particularly compared to the North East region as a whole, which remained static at 5.8% of residents aged 16-64 between June 2005 and 2010.
- 2.39 Between 1997 and 2007, the number of VAT registered businesses in Northumberland increased by approximately 19% to 9,425. This growth in the business base is broadly in line with that observed regionally (22%) and nationally (21%) and indicates that levels of entrepreneurial activity in the County are only slightly below the national average. These figures, however, mask significant differences in performance across the County's sub-areas. For instance, the number of businesses increased by just 12% in the North, compared with growth of 33% in the South East. The latter figure is in stark contrast to the decline in employee jobs in the South East and this disparity would appear to be explained, in part, by the closure of a relatively small number of major employers in the area resulting in significant job losses. It is considered that the high number of business start-ups in the South East may be explained in part by the fact that the area has been the focus of regeneration projects and funding aimed at stimulating an increase in the business base, including schemes such as Go Wansbeck.

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<sup>4</sup> Whilst it is acknowledged that Castle Morpeth falls within both North and West Northumberland, the largest town in the former district (Morpeth) lies within the North sub-area

<sup>5</sup> Source: ONS Mid-Year Population Estimates (2009)

<sup>6</sup> Source: ONS Annual Population Survey



- 2.40 The growth in Northumberland's stock of VAT registered businesses has been underpinned by above average survival rates, with BERR data for 2005 indicating that 74% of businesses in the County were still trading 3 years after their formation. This compares to 71% nationally and 70% regionally. Analysis by sub-area shows that business survival rates are highest in the North (79%) and lowest in the South East (69%).
- 2.41 As the table below indicates, Northumberland has a slightly higher proportion of small businesses and a lower share of larger firms than the North East and national averages. Again, there are notable differences between the County's sub-areas with the West contain a particularly high proportion of small business and the South East a greater share of larger employers.

Table 2.1 Proportion of small businesses in Northumberland

	0-4	5-9	10-19	20-49	50-99	100-249	250-499	500-999	1000+
<b>North</b>	68.1%	16.5%	8.6%	4.7%	1.2%	0.7%	0.1%	0.1%	0.0%
<b>South East</b>	59.5%	18.9%	9.9%	7.5%	2.6%	1.0%	0.4%	0.0%	0.1%
<b>West</b>	72.8%	14.3%	7.3%	3.9%	1.1%	0.4%	0.1%	0.0%	0.0%
<b>Northumberland</b>	67.0%	16.5%	8.6%	5.3%	1.6%	0.7%	0.2%	0.0%	0.0%
<b>North East</b>	60.6%	17.8%	10.1%	7.2%	2.4%	1.3%	0.4%	0.1%	0.1%
<b>UK</b>	68.0%	14.9%	8.3%	5.5%	1.9%	1.0%	0.3%	0.1%	0.0%

Source: UK Business: Activity, Size and Location (2009)

### Industrial Structure

- 2.42 As Figure 2.2 illustrates, the largest industrial sectors in Northumberland (in employment terms) include public administration and health (35%), and distribution, hotels and restaurants (24%). Both of these figures exceed the national average, which could make the area vulnerable to future public sector spending cuts. It is therefore important to stimulate additional employment opportunities in order to help diversify the economy and strengthen private sector activity in the area.
- 2.43 It is interesting to note that the typically high growth sector of banking, finance and insurance is currently under-represented in Northumberland, accounting for 11% of jobs. This compares to 22% of all employment at the national level.
- 2.44 The figure clearly demonstrates that the economies of Northumberland's three sub-areas are not homogeneous, with each demonstrating high proportions of employment in particular sectors. The North, for instance, is characterised by a strong-representation of jobs in public administration and health, and tourism-related activities compared to County and national averages. The West contains above average levels of employment in tourism, and banking, finance and insurance. Manufacturing remains particularly strong in the South East.



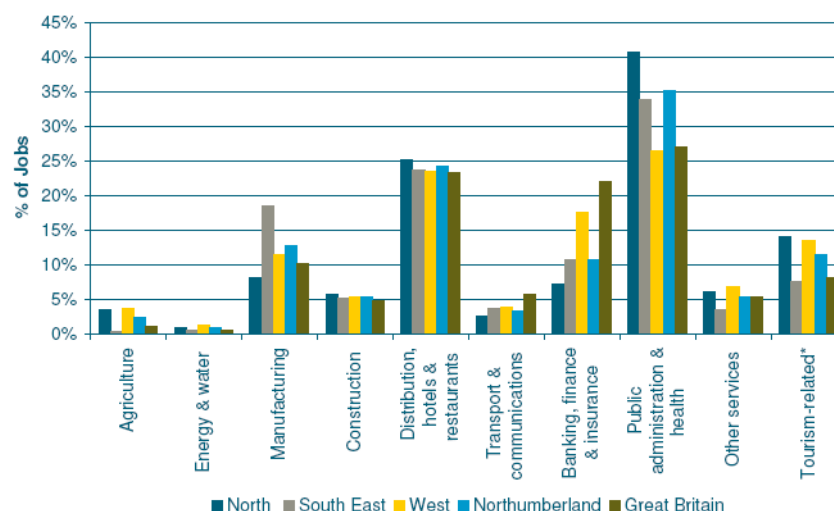


Figure 2.2 Jobs by Sector in Northumberland (2008)

Source: Annual Business Inquiry

- 2.45 As outlined earlier in this section, growth in employee jobs within Northumberland has been modest. Notwithstanding this, the key sectoral drivers of job growth over the period 1998-2008 at County level have been: banking, finance & insurance (although starting from a low base); public administration & health; and other services. However, for all of these sectors growth across Northumberland was lower than the national average. A smaller increase in employment was observed with respect to distribution, hotels & restaurants, although this was broadly in line with national and regional growth.
- 2.46 Whilst data is not available for the North East or Great Britain in order to serve as a benchmark, it should also be noted that Northumberland experienced an 18% uplift in tourism-related jobs over the period. This is not shown on the graph.
- 2.47 These job increases outlined above were, to a large extent, offset by significant contraction in a number of Northumberland's traditional industries. Employment in energy & water fell by 58% (which can mainly be accounted for by the closure of Blyth Power Station in 2001) and manufacturing employment decreased by 27% (although this is a smaller decline than observed regionally and nationally). A significant fall in the number of jobs was also experienced in the agriculture and construction sectors.



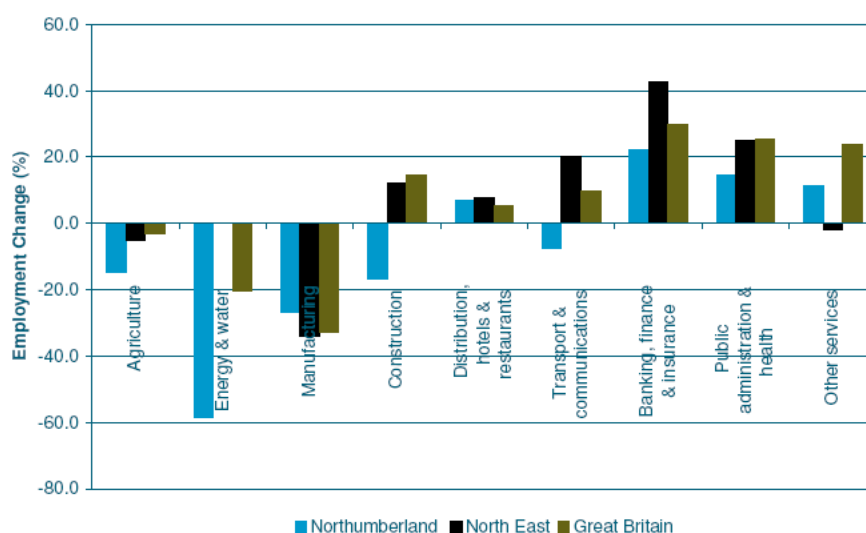


Figure 2.3 Employment Change in Northumberland (1998-2008)

Source: Annual Business Inquiry

### Knowledge-based Industries

2.48

Knowledge-based industries comprise those sectors of the economy where value-added is derived from the intensity and accumulation of knowledge, often fostered through innovation and increasing use of technology. Firms within this sector tend to grow faster and have greater future potential than other sectors and so are considered an important indicator of economy's competitiveness and future growth prospects. Table 2.2 provides an understanding of where these industries are concentrated in Northumberland, although it has not been possible to aggregate this information up to sub-area or County level. This is because data is only available as a percentage, rather than in absolute terms and cannot, therefore, be accurately aggregated. It can be seen, however, that Northumberland contains fewer knowledge-based businesses than the national and regional averages. It can also be seen that the highest concentrations of activity within the County are focused in the former districts of Castle Morpeth and Tynedale.

Table 2.2 % of Employment in Knowledge Based Industries

	Knowledge-Based Businesses
<b>Alnwick</b>	11.6%
<b>Berwick</b>	8.8%
<b>Blyth Valley</b>	13.4%
<b>Castle Morpeth</b>	17.3%
<b>Tynedale</b>	15.7%
<b>Wansbeck</b>	11.1%
<b>North East</b>	16.1%
<b>UK</b>	20.5%

Source: UK Competitiveness Index (2008)



- 2.49 Whilst Northumberland currently contains a low proportion of knowledge-based businesses, further research at the County-level set out within the Local Economic Assessment indicates that recent performance has been strong. Indeed, over the period 2000-06 the number of VAT-registered knowledge-based firms in Northumberland increased by 25.2%. This is in line with the corresponding figure for the North East (25.7%) and far above the national level (10.7%). Furthermore, it is estimated that the number of knowledge-based jobs in the County increased by 35.0% over the same period, compared to 27.9% regionally and just 10.7% nationally.

### **Workforce**

- 2.50 Northumberland's economic activity rate, at 64.6%, is above the regional average (61.3%) but below national levels (66.9%) suggesting there is some scope for further growth in the local economy. An analysis of the data at the sub-area level shows that economic activity rates are relatively high; performance is worst in North Northumberland (63.4%) but still outstrips the North East average. The highest levels of economic activity are observed in West Northumberland (66.7%).<sup>7</sup>
- 2.51 The County has a relatively high rate of self-employment, particularly in the context of national performance. Indeed, it is estimated that 9.7% of the working-age population are self-employed in both Northumberland and the North East in comparison with 9.0% nationally. The County-wide average, however, masks significant differences across the sub-areas of Northumberland. Data at this level is only available for 2001 and is not, therefore, directly comparable with the figures discussed above. The 2001 data does, however, indicate that levels of self-employment are particularly low in the South East, an area that is characterised by a higher number of large employers, whilst levels of self-employment in the West and North far exceeded the 2001 national average. This entrepreneurial spirit is something which the County can build on.
- 2.52 Claimant unemployment in Northumberland (3.9%) is lower than the regional average (5.2%) and in line with national rates (4.1%). Whilst the County has traditionally outperformed the North East over the past decade, it has narrowed the gap with respect to national levels over the same period. Examining the figures at County level does, however, mask the high levels of claimant employment observed in the South East (5.2%) which are offset by the low levels in the North and West of 2.9% and 2.6% respectively.

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<sup>7</sup> Data sourced from Northumberland Infonet and based upon Census 2001. More recent data from ONS cannot be accurately aggregated up to sub-area level.



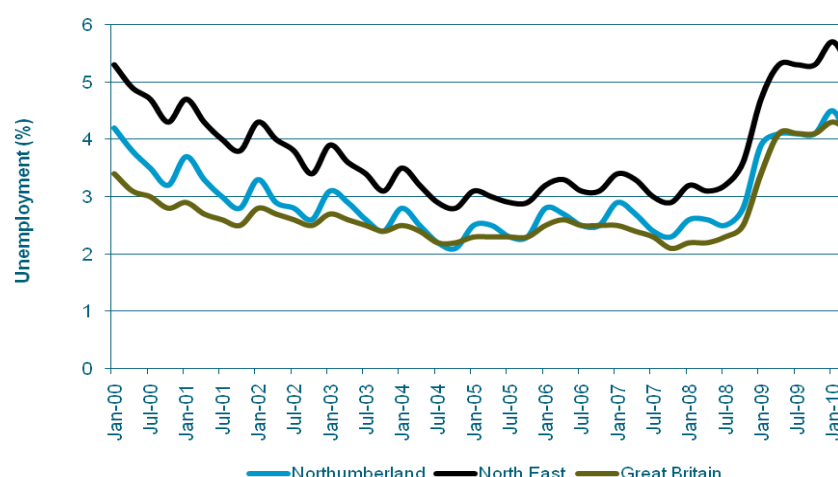


Figure 2.4 Claimant Unemployment

Source: ONS Claimant Count

- 2.53 In April 2010 there were 7.6 claimant unemployed workers in Northumberland for every notified job centre vacancy. This was lower than the ratio for the North East (8.1) but significantly higher than that for Great Britain (6.2). This indicates slightly better prospects for the unemployed to find work in the County relative to other parts of the region. The prospects for the unemployed would appear to be particularly poor for residents in the South East, where there were approximately 14.6 claimant unemployed workers for every notified vacancy. Performance in the North (4.1) and West (4.6) was far stronger, suggesting better prospects of finding employment than the national average.

### Skill Levels

- 2.54 The resident workforce of Northumberland performs poorly in comparison with the national average, containing a higher proportion of people with no qualifications (31.3% compared to 28.9%) and fewer graduates (17.6% compared to 19.9%). The County does, however, perform better than the North East region with respect to both figures. Significant disparities can be observed across the sub-areas, with the South East containing the fewest graduates (11.6%) and the greatest number of residents with no qualifications (35.0%) and the West being characterised by the highest skills levels (26.8% qualified to degree level or higher and just 24.6% with no qualifications).

### Earnings

- 2.55 The average gross annual salary for *jobs* based in the County is £17,950. This is below the regional average and just 82% of the national figure. However, the average gross annual salary of Northumberland *residents* (£19,573) is far closer the national average (91%) and exceeds the corresponding figure for the North East. This indicates that jobs in Northumberland are relatively low paid (possibly reflecting the seasonal nature of tourism positions and Northumberland's high proportion of part time workers) and that many of the County's residents are commuting to higher paid jobs elsewhere.



- 2.56 Whilst the data discussed above is not available for the three sub-areas of Northumberland, the Local Economic Assessment does provide some understanding of income differentials throughout the County. Using resident-based data, this shows that average weekly household incomes (2004/05) averaged £541 across Northumberland, ranging from £492 in the South East to £643 in the West.

### **Deprivation**

- 2.57 Levels of deprivation vary across Northumberland. The County's Local Economic Assessment<sup>8</sup> assesses deprivation on the basis of the County's sub-areas rather than the proxies adopted by NLP elsewhere in this section. This highlights that deprivation is lowest in the West, where no super output areas (SOAs) are classified within the worst 25% or worst 10% of SOAs in England with respect to deprivation.
- 2.58 In contrast, concentrations of deprivation are greatest in the South East. 40% of the area's population live in one of the worst 25% of SOAs nationally in terms of deprivation, with 16% living in the worst 10% of SOAs. These pockets of deprivation are spread throughout the South East.
- 2.59 In the North, 8% of the population live in one of the worst 25% of SOAs nationally in terms of deprivation, although none of the area's SOAs are classified within the worst 10%. The concentrations of deprivation within the sub-area are located primarily in the north.

### **Inward Investment**

- 2.60 Inward investment data from One North East for the period 2007/08 – 2009/10 indicates that Northumberland attracted 30 inward investment projects over the period. This resulted in the creation of approximately 700 new jobs whilst almost 400 further jobs were safeguarded.
- 2.61 The data indicates that South East Northumberland is considerably more attractive to inward investors than the other sub-areas, although it is important to acknowledge that the picture may have been distorted as a consequence of fiscal incentives to encourage investment within the South East. Indeed, of the 30 projects recorded by One North East, 25 were in the South East (creating 416 new jobs and safeguarding a further 370). The three most popular locations in the County, in terms of inward investment secured, are Blyth (12 projects, creating 164 new jobs and safeguarding 10), Cramlington (8 projects, creating 224 jobs and safeguarding 277) and Ashington (5 projects, creating 28 jobs and safeguarding 83) which all lie within South East Northumberland.
- 2.62 It should, however, be noted that the data discussed takes account of expansions and acquisitions in addition to new projects. The number of new

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<sup>8</sup> The LEA analysis is based upon 2007 English Indices of Deprivation date



inward investments into the area over the period is significantly lower at 7. It is estimated that these projects created just 44 new jobs. A similar pattern is observed with respect to the locational preferences of inward investors, however, with all 7 new projects established in South East Northumberland.

- 2.63 It is important to acknowledge the role that infrastructure improvements can play in enhancing the ability of an area to compete with respect to inward investment. Anecdotal evidence gathered as part of the consultation process has indicated that the quality of the road network, particularly in the north of the County has served to deter investment and demand for premises in the past. It is understood that a planning application is currently being prepared for the Morpeth Northern Bypass, which would help to alleviate congestion around Morpeth and improve connections to the A1 from the town. The Morpeth Northern Bypass will also link the A1 to the A189 corridor, providing a strategic link across the northern perimeter of south east Northumberland without having to pass through the centre of Morpeth (which is unsuitable for heavy freight) or travelling to Tyneside.
- 2.64 Additionally, Transport Secretary Philip Hammond has pledged that the Coalition Government will consider the dualling of the A1 throughout Northumberland, proposals which were not previously supported by the recently revoked Regional Spatial Strategy. The DfT has also produced a consultation document on the possible future dualling of the A1 in Northumberland. Clearly this would represent a significant opportunity for the County, particularly the north, by enhancing the strategic accessibility of the area. Indeed, evidence collated by [www.a1north.com](http://www.a1north.com)<sup>9</sup> suggests that there is a demonstrable link between investment in road infrastructure and levels of economic development.

### **Business Consultation**

- 2.65 As part of the ELR process, a postal survey of businesses located in Northumberland was undertaken by NLP in May 2010 (see Appendix 2). A business database provided by the County Council was used to obtain contact details. The information within the database was then sorted to ensure that the survey sample included a range of industrial sectors and incorporated all of the main employment locations in the study area.
- 2.66 The survey was sent out to a sample of 600 businesses. NLP received 128 completed surveys, representing a response rate of 21%, which is not untypical of postal surveys of businesses.

### **Business Background**

- 2.67 The responses received provide a good cross-section of the business community, with firms from locations across Northumberland participating. Completed surveys were received from businesses of all sizes, ranging from

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<sup>9</sup> It should be noted that the [a1north.com](http://a1north.com) website is administered by a local haulage firm.



just 1 employee through to in excess of 400. The graph provides a summary and shows that the size profile of the survey sample is typical of the business size profile of the County's economy. It can be seen from the graph that the majority of responses were from small businesses.

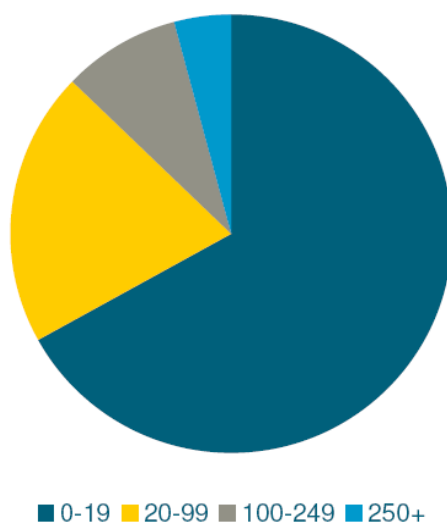


Figure 2.5 Size of Business (Employees)

- 2.68 It is interesting to note that despite the relative remoteness of parts of Northumberland, businesses located in the area are not restricted to servicing smaller local markets. Indeed, 54% of respondents indicated that they look to national and international markets for the majority (in excess of 75%) of their custom. Assessing the responses at the sub-area level indicates that the South East contains the highest proportion of such businesses, accounting for 55%. There appears to be little difference between the relative attractiveness of the North and West with respect to such firms, with the sub-areas accounting for 22% and 24% respectively.

### Current Premises

- 2.69 Businesses were asked to classify the type of employment premises they currently occupy. 40% of respondents indicated that they occupy office premises, followed by light industrial (19%), heavy industrial (17%) and warehousing (15%). It is not, however, considered that this is representative of the County's stock of floorspace. This is considered in detail in the following section.
- 2.70 A high proportion (61%) of respondents had relocated to their current premises from elsewhere. Of those relocations, 39% had moved from premises elsewhere in the same town, whilst a further 26% had remained with Northumberland. In those instances where a respondent had moved to Northumberland from outside the County, the majority of firms (77%) had originally been located in Tyne and Wear.



2.71 The business survey also sought respondents' views on those factors that had influenced their decision to locate in or move to Northumberland. The top 10 factors identified are summarised in Figure 2.6. This illustrates that the availability, cost and quality of commercial premises are critical in underpinning such decisions. As such, there is a clear need to ensure that Northumberland has a stock of available premises that meet the needs of modern occupiers. The graph also suggests that proximity to the residence of a firm's owner or senior manager has a significant impact upon a large number of investment decisions. This could have implications in terms of future demand in the more affluent settlements of the County including Ponteland, Hexham and Morpeth.

2.72 It is interesting to note the high proportion of respondents that highlighted the importance of the road network, particularly given the existing constraints in large parts of the County. This would suggest that sites in the South East, or the eastern area of Tynedale, where access is good, are likely to be particularly attractive to businesses. As previously discussed, the Coalition Government has pledged to consider the dualling of the A1 throughout Northumberland which would help to enhance the appeal of the area as a business location.

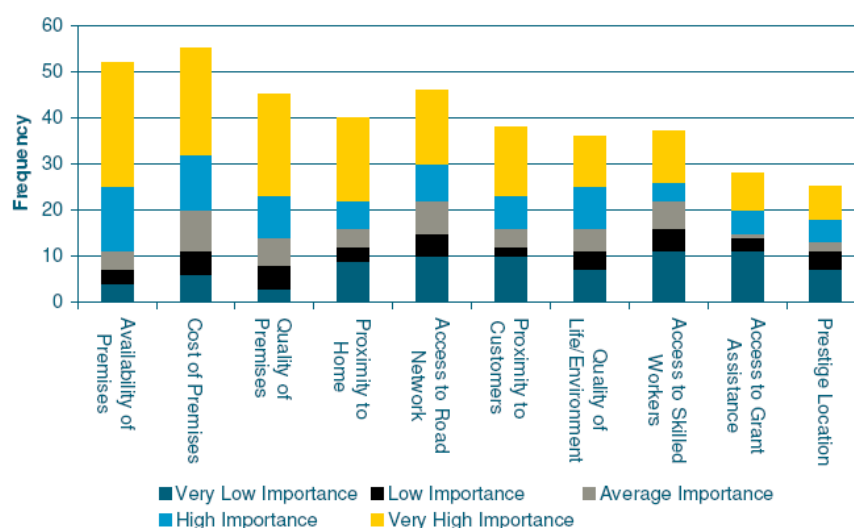


Figure 2.6 Factors Influencing Current Location

2.73 In terms of the suitability of existing premises, 67% of businesses indicated that their current buildings provide the correct amount of floorspace to meet their needs. However, more than one in five (22%) firms stated that their current accommodation was too small to properly service their business needs.

### Future Premises

2.74 Based upon the survey data, it is estimated that 47% of respondents expect to relocate over the next 10 years as a consequence of an expansion or contraction in their operations. It would appear that there is a strong desire to remain within Northumberland amongst those businesses considering the need for new premises, with 90% indicating that they would prefer to stay in



Northumberland. Clearly, however, this is dependent to an extent upon the availability of suitable sites and premises.

- 2.75 Of those businesses likely to look beyond Northumberland for any new premises, 67% indicated that they would favour a move to Tyne and Wear. This would suggest that Tyne and Wear represents the County's principal competitor location.
- 2.76 Businesses were asked to highlight those factors likely to impede their ability to expand within Northumberland, with the results summarised in the graph below. Unsurprisingly given the recent recession and the fragility of the subsequent recovery, market conditions were identified as a key issue. Additional factors that this ELR can perhaps seek to influence more directly included a lack of suitable land/premises and development costs. It is interesting to note that the overwhelming majority (78%) of respondents that highlighted a lack of land as an issue are currently located in North Northumberland.
- 2.77 Broadband connectivity was also highlighted by a small number of businesses from across the County as an issue that could constrain their future expansion. This reinforces anecdotal evidence collected during consultation, with the Council's Economic Development team identifying this as a key issue. There was no clear spatial pattern to this emerging from the Business Survey, however, although evidence provided by NCC indicates market failure on the first generation broadband in most of Northumberland, with only a handful of exchanges (almost all within South East Northumberland) having been invested in beyond initial enablement by BT.

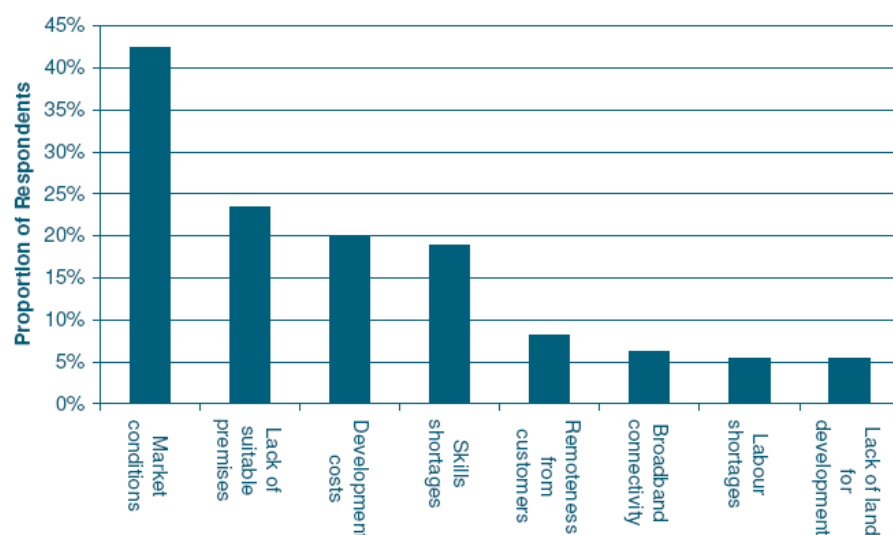


Figure 2.7 Anticipated Obstacles to expansion



## Commuting Flows

- 2.78 Travel to Work data from the 2001 Census indicates that there were approximately 136,000 Northumberland residents in employment, of which 91,270 had jobs based within the County, yielding a 'containment rate' of 67%.
- 2.79 The data also shows that the remaining 44,730 residents commuted to jobs beyond the County boundary. This outflow of workers is counterbalanced, in part by a daily inflow of residents from other authorities travelling in to Northumberland to work. However, the inflow is estimated at just 16,280 resulting in a net outflow of 28,460 workers.
- 2.80 The map below provides a summary of the key inflows and outflows to the former districts of Northumberland. This demonstrates that the Tyne and Wear conurbation is a major driver of the net outflow of workers experienced by the County.

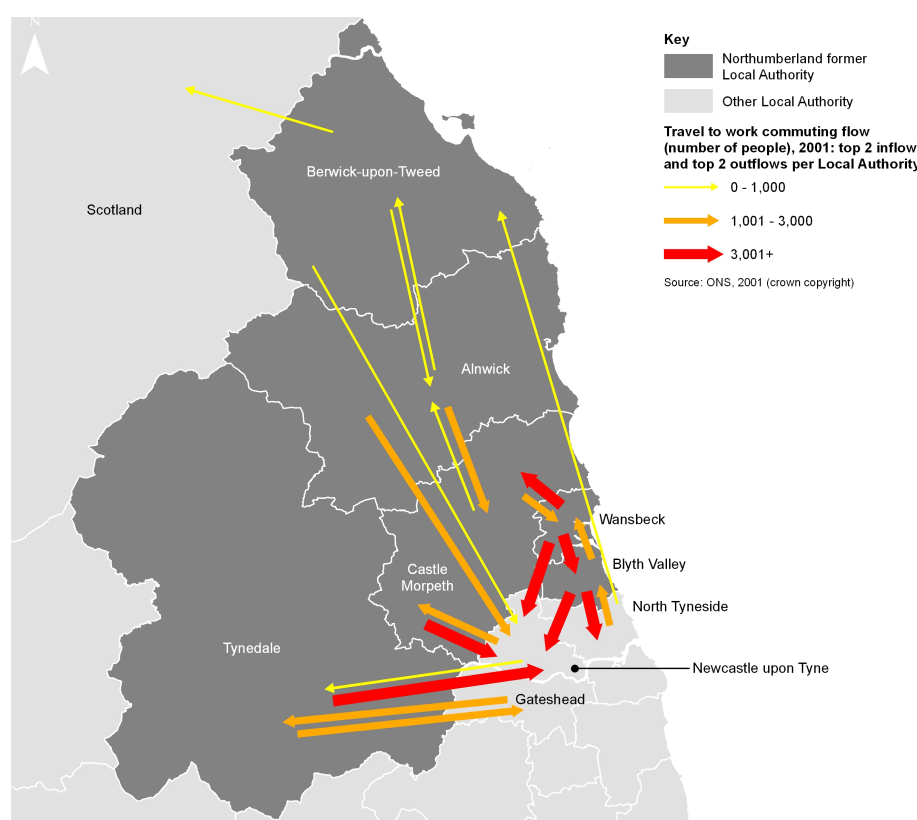


Figure 2.8 Travel to Work Patterns

- 2.81 The 2001 data discussed above represents the most comprehensive dataset available regarding travel to work patterns. However, work undertaken by the North East Regional Information Partnership (NERIP) in 2010 uses Annual Population Survey data from ONS to offer a snapshot of commuting flows in 2008 and compares these against the 2001 figures to identify emerging trends. Key findings of the study that are of particular relevance to Northumberland are summarised below:



- Inward flows to Berwick from other areas have increased since 2001, whilst the proportion of people living and working in Berwick has also increased. Taken together, this would suggest that the area serves as an employment centre in its own right, not only for residents of Berwick but also for an increasing number of workers residing elsewhere;
- Tynedale attracts a low level of in-commuting relative to other areas. However, outward flows of residents to jobs beyond Tynedale have fallen since 2001, indicating that the area is less of a commuter district than it was at the time of the Census. The NERIP study suggests that this may have been driven by improvements in IT communications encouraging an increase in home working;
- Alnwick appears to have become more of an out-commuter district, with increasing numbers of residents travelling elsewhere for employment; and
- The proportion of people living and working in Wansbeck has increased, although the area is still characterised by high levels of out-commuting. A shift in the destination of these outflows has also been observed, with the number of residents commuting to Newcastle increasing to offset a fall in those travelling to Castle Morpeth. This would suggest that economic linkages with Newcastle have strengthened over the period since 2001.

## Functional Economic Areas

2.82

Typically an examination of commuting flows is used to help in understanding the functional economic area(s) within which a local authority lies. This study, however, draws upon a more detailed exercise undertaken by the North East Regional Information Partnership (NERIP)<sup>10</sup> which takes account of commuting flows, shopping patterns and trade linkages. This work breaks the North East region up into a series of areas that have many of the characteristics of a functional economic area. With respect to Northumberland, the study identifies four distinct areas covering parts of the County:

- **The area around Berwick upon Tweed:** this predominantly rural area comprises the former local authority district of Berwick, reflecting the high levels of self containment observed with respect to commuting and shopping patterns. In terms of travel to work data, the former authority was the most self-contained in the North East, as a consequence of its remoteness from major urban centres such as Newcastle and Edinburgh.
- **The area around Alnwick and Morpeth, and West Northumberland:** this area covers the former local authority district of Alnwick and most of the former Castle Morpeth and Tynedale authorities (excluding the portions which are close to Newcastle). The area is largely rural in character and contains the Cheviot Hills, Kielder Water and sections of the Northumberland Coast. Morpeth serves as a major centre of employment (with ties to Tyneside and South East Northumberland), as does Hexham (which also looks towards West Northumberland and northern parts of County Durham). Alnwick is a less significant economic centre, with ties to

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<sup>10</sup> *The Economic Geography of the North East*, NERIP (2010)



Morpeth and Berwick, as well as (to a far lesser extent) Tyneside. Commuting data shows that the northern part of the area is relatively self-contained, with 60-70% of Alnwick and Tynedale residents working within the former district areas. However, the area becomes more outward-looking to the south, reflecting the influence of Newcastle and North Tyneside.

- **South East Northumberland:** this area, which is mostly urban and semi-urban in character, contains the two former local authorities of Blyth Valley and Wansbeck. A former coal-mining area, South East Northumberland includes the towns of Blyth, Ashington and Cramlington and experiences high levels of deprivation in many parts. Travel to work data reveals that a relatively high proportion of residents commute out of the area to Morpeth and Tyneside, whilst significant commuting flows in the opposite direction can also be observed; and
- **Newcastle, Gateshead and the area north of the Tyne:** this area includes the local authorities of Newcastle, Gateshead and North Tyneside, as well as the urban fringe extending as far west as Prudhoe. Within Northumberland it contains the towns of Prudhoe and Ponteland. The area is the region's key economic centre, containing a large number of jobs and regionally important organisations (both public and private sector). This is reflected in travel to work data, which shows that the area is the commuting destination for a large number of people living elsewhere in the North East. Significant inflows can be observed from Blyth Valley, Morpeth, Tynedale, Derwentside, Chester-le-Street, Sunderland and South Tyneside, whereas outflows to these districts from Newcastle Gateshead and north of the Tyne are far smaller - despite their obvious proximity in many instances.

2.83 It should be noted that NCC is undertaking evidence work on economic geographies, which this information should be considered alongside.

## Conclusions

2.84 Table 2.3 provides a summary of the analysis contained within the preceding paragraphs. The information is drawn together in order to identify the economic strengths and weaknesses of the area, as well as the key potential opportunities and threats which will influence Northumberland's ability to support new employment space in the future.

Table 2.3 SWOT analysis for Northumberland County

Strengths	Weaknesses
Attractive market towns and rural areas (particularly in the North and West) provide quality of life advantages	Low representation and modest growth in office-based sectors
Strong growth in the business base and a high proportion of small firms	Small proportion of knowledge-based businesses at present
Low levels of unemployment (particularly in the North and West)	Low growth in employee jobs during a period of strong economic performance nationally
Strong recent growth in knowledge-based	High levels of deprivation in the South East



<p>activity (albeit from a low base)</p> <p>Tourism assets, heritage and leisure attractions</p>	<p>Poor accessibility in parts of the North and West, giving rise to isolated rural communities</p> <p>Current lack of high speed broadband provision</p> <p>Low level of workplace-based earnings</p>
Opportunities	Threats
<p>NAREC offers the potential to drive growth in renewable energy and related sectors</p> <p>Scope to develop the County's offer as a lower-priced alternative to the commercial markets of Tyneside – particularly as the influence of the EZs comes to an end</p> <p>Potential to increase the provision of workspace to capitalise upon the entrepreneurial culture</p> <p>Potential long term opportunity arising from the Government's revised stance on the dualling of the A1 in Northumberland</p>	<p>Competition for inward and domestic investment from nearby economic centres such as Tyneside</p> <p>The high proportion of public sector employment (especially in the North) could leave the County vulnerable to Government spending cuts</p> <p>The South East's strength in manufacturing could be threatened in future by off-shoring and the impact of the recession</p>

Source: NLP analysis



3.0

## The Current Stock of Employment Space

3.1

This section provides an overview of the current stock of employment space in Northumberland and recent trends and changes to the supply of such space. The analysis focuses upon the main types of employment uses – primarily offices (use class B1(a)), manufacturing industry (B1(c)/B2) and warehousing/distribution (B8), drawing upon the following sources:

- Commercial floorspace data from the Valuation Office Agency (VOA) and published by ONS;
- Annual monitoring data regarding employment land and premises, as collated by the former districts of Northumberland.

3.2

It should be noted that floorspace trend data regarding most other uses defined as economic development within PPS4 is not typically available from these sources. Current provision for non B class uses is considered separately in Section 5.

### Stock of Employment Floorspace

3.3

The graph overleaf shows the total amount of employment floorspace in Northumberland and the surrounding local authorities, separated out by the main use categories. This is based on data from the Valuation Office Agency (VOA) and illustrates that the area has approximately 2.2million sq.m of B class floorspace. Whilst this figure is lower than that of County Durham, it is broadly comparable with the level of provision in authorities such as Newcastle and Gateshead.

3.4

In contrast with Newcastle and Gateshead, however, the stock of space in Northumberland is characterised by high levels of factory floorspace and a modest provision of offices. The area's stock of space comprises:

- 170,000sq.m of commercial office premises;
- 1,491,000sq.m of factory floorspace; and
- 536,000sq.m of warehousing premises.

3.5

Analysis of the data at sub-area level shows that provision in Northumberland is dominated by the South East, which accounts for 50% of the County's total stock (1.1million sq.m). The North (600,000sq.m) and West (490,000) account for 27% and 22% of space respectively. The distribution by type is summarised below and is broadly similar to that of Northumberland as a whole, with each sub-area containing a large amount of factory floorspace and relatively little office space:

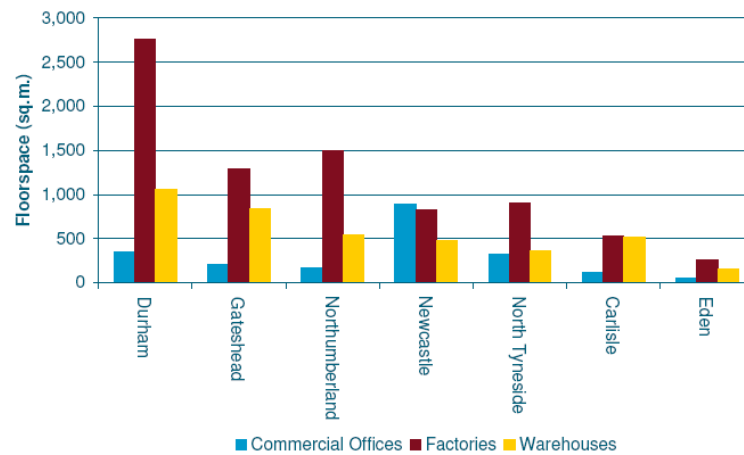
- North Northumberland: 79,000sq.m of commercial offices, 321,000sq.m of factory space and 202,000sq.m of warehousing premises;
- South East Northumberland: 57,000sq.m of commercial offices, 828,000sq.m of factory space and 224,000sq.m of warehousing



premises; and

- West Northumberland: 34,000sq.m of commercial offices, 342,000sq.m of factory space and 110,000sq.m of warehousing premises.

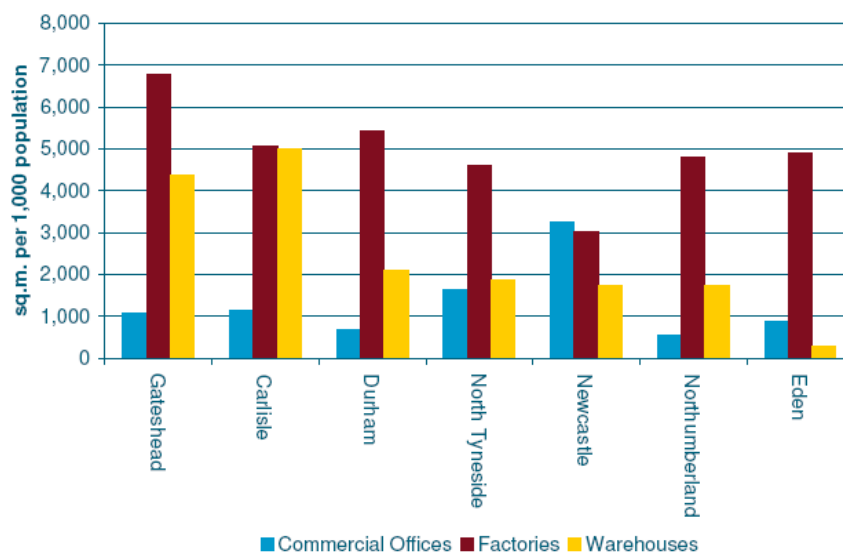
Fig 3.1 Stock of B Class Premises



3.6

Whilst Northumberland contains a significant amount of employment floorspace, it is important to acknowledge that this is, in part, a function of the authority's size. The graph below considers the stock of B class space relative to population size and reveals that Northumberland is ranked sixth out of seven authorities when such analysis is applied. It also demonstrates that the area has the *lowest* supply of commercial offices relative to population.

Fig 3.2 Stock of B Class Premises per 1,000 Population

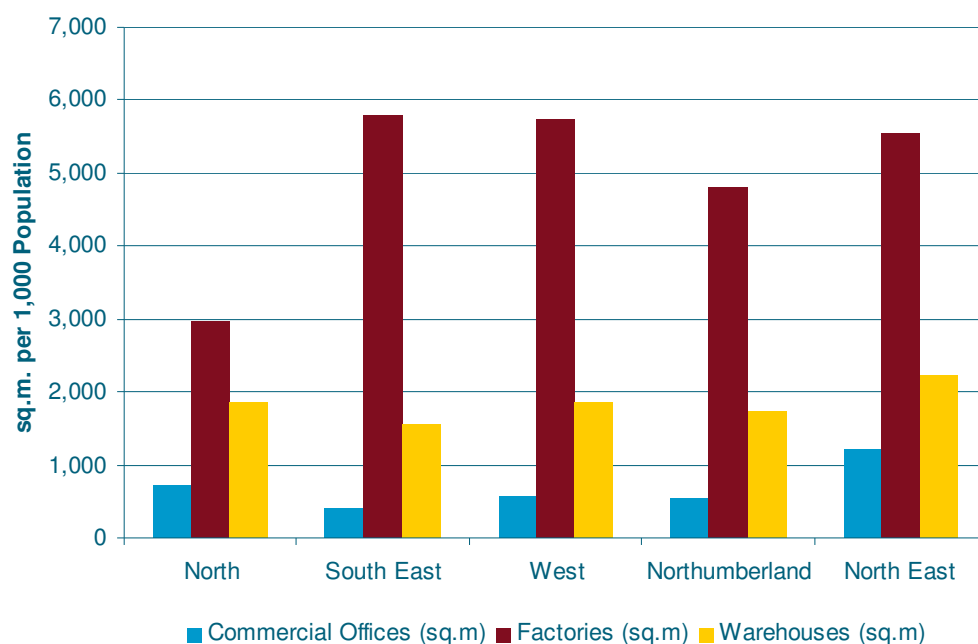


3.7

An analysis of the data by sub-area shows that the level of B class floorspace provision relative to population size exceeds the County average in South East and West Northumberland. A lower figure is observed in the North.



Fig 3.3 Stock of B Class Premises per 1,000 Population

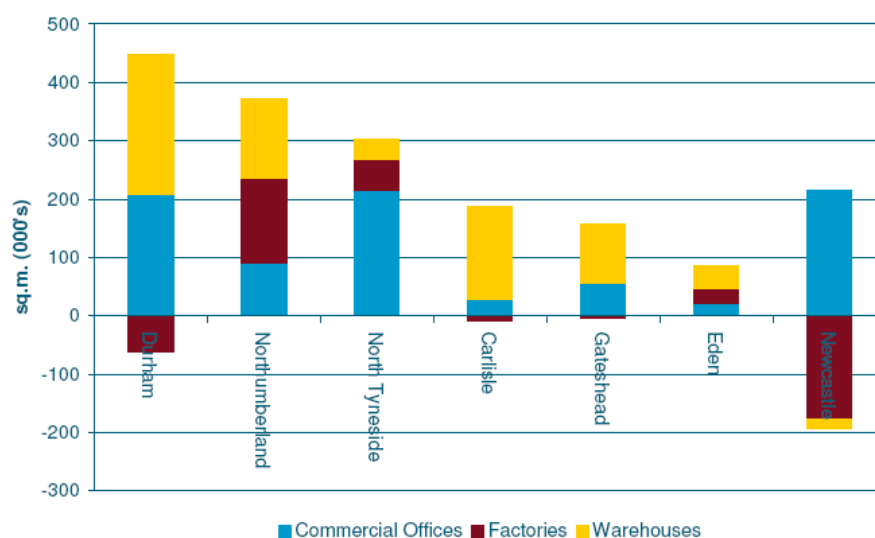


### Changes in Employment Floorspace

- 3.8 The graph overleaf provides a summary of recent changes in the stock of B class floorspace in Northumberland and the surrounding authorities. Again, the analysis is underpinned by VOA data.
- 3.9 It can be seen from the graph that Northumberland experienced a net gain in all B class floorspace of approximately 371,000sq.m (or 20%) over the period 1998-2008. This was the second largest increase in absolute terms of all the local authorities assessed. This level of growth was driven by increases in floorspace across all three use categories, as outlined below:
- A gain in commercial office space of 91,000sq.m;
  - A 144,000sq.m increase in factory floorspace; and
  - A gain in warehousing space of 136,000sq.m
- 3.10 The increase in factory floorspace is interesting to note, given that a contraction in supply was observed in the majority of surrounding authorities. Indeed, Northumberland has bucked the national trend, with factory floorspace falling by 9% across England.



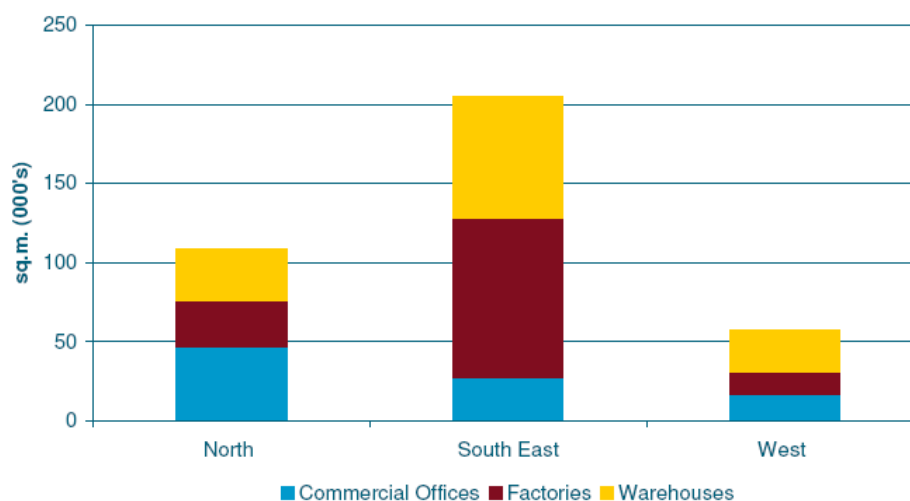
Fig 3.4 Change in Stock of B Class Floorspace (1998-2008)



3.11

Net increases in floorspace were also observed in all three of the County's sub-areas. North Northumberland saw B class floorspace rise by 109,000sq.m and the West by 57,000. However, the strongest growth was experienced in the South East where floorspace increased by 205,000sq.m. This is summarised in the graph below which highlights that each sub-area posted an increase in factory floorspace against a backdrop of national contraction.

Fig 3.5 Change in Stock of B Class Floorspace (1998-2008)



### Emerging Supply of Employment Space

3.12

Drawing upon data provided by Northumberland County Council it is estimated that the gross amount of potential new B class development with extant permission at April 2009 stood at 46.65ha. Based upon average annual gross take-up of 10.43ha per annum (see below), this equates to approximately 4.5 years of future supply.



Table 3.1 Development Pipeline for Northumberland

	B1a	B1b	B1c	B2	B8	General B Uses	TOTAL
<b>Land (ha)</b>	<b>23.49</b>	<b>2.43</b>	<b>2.32</b>	<b>14.13</b>	<b>2.22</b>	<b>2.06</b>	<b>46.65</b>

Source: NCC April 1<sup>st</sup> 2009

- 3.13 It should be noted, however that the development pipeline also contains a number of proposals that could result in the loss of existing or allocated employment sites to non-employment uses. This figure was estimated at 45.79ha at April 2009. Subtracting this figure from a gross development pipeline of 46.65ha would indicate that, in net terms, extant permissions will result in the provision of just 1ha of new employment land.

### Property Availability / Vacancy Levels

- 3.14 Data published in early 2008<sup>11</sup> revealed that there was approximately 197,000sq.m of vacant B class floorspace in Northumberland, which equated to 8.8% of total stock. This vacancy rate is broadly in line with the 8-10% level that is typical for a normal market with a reasonable amount of space available for firms to relocate and expand.
- 3.15 It can also be seen from the table below that vacancy rates for Northumberland are broadly similar with respect to both office and industrial premises.

Table 3.2 Vacancy Rates (2008)

	Office	Industrial	All B Uses
<b>North</b>	<b>5.5%</b>	<b>6.0%</b>	<b>5.9%</b>
<b>South East</b>	<b>14.3%</b>	<b>12.7%</b>	<b>12.9%</b>
<b>West</b>	<b>3.0%</b>	<b>3.0%</b>	<b>3.0%</b>
<b>Northumberland</b>	<b>8.2%</b>	<b>8.8%</b>	<b>8.8%</b>

- 3.16 The County-wide vacancy rate does, however, mask significant differences across the sub-areas of Northumberland. Indeed, vacancy rates in North and West Northumberland are below the 8-10% band discussed above. This would suggest that there may be an issue of undersupply, resulting in a tight market for B class floorspace. Conversely, vacancy rates in South East Northumberland were estimated at 12.9%, indicating an element of oversupply. Figures for the South East are thought to be high due to the availability of some large old industrial units in Blyth and Cramlington, which are unsuited to the market and unlikely to ever be taken up without investment or modernisation.

<sup>11</sup> 2008 Office Property Market Review, Northumberland Property Data Service and 2008 Industrial Property Market Review, Northumberland Property Data Service

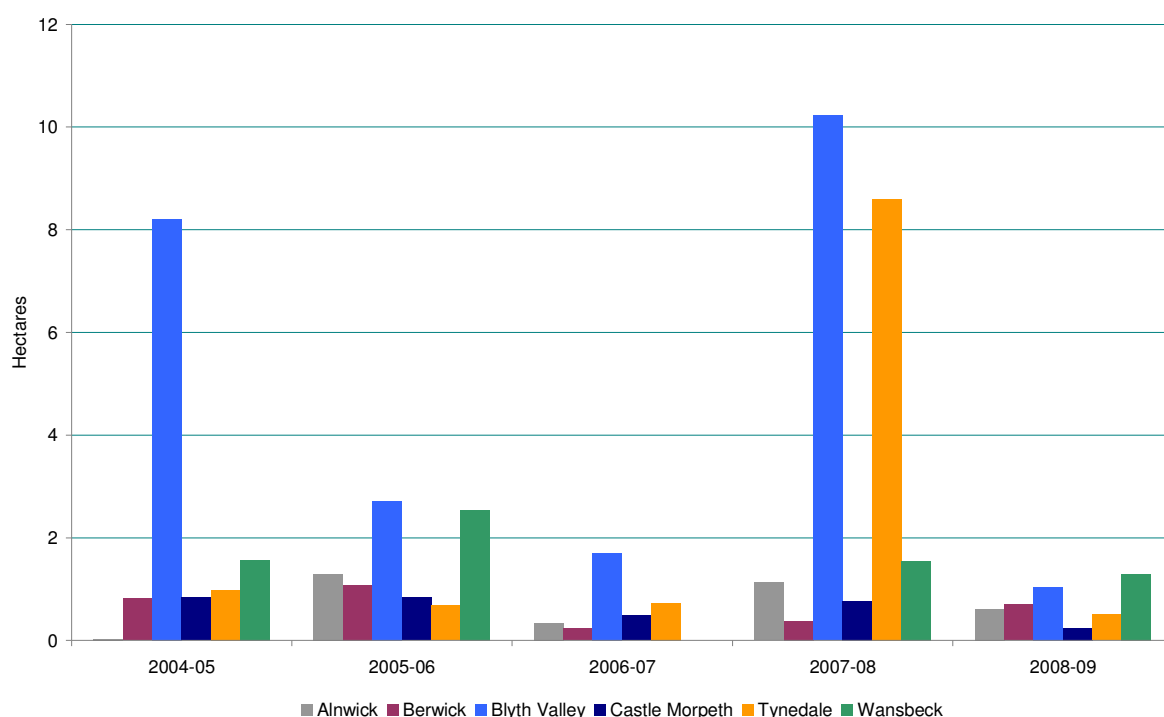


### Development Rates

3.17

The graph below provides a summary of the gross amount of land developed for employment uses in Northumberland over the period 2004/5 to 2008/9. This is based upon Annual Monitoring Report data compiled by NCC<sup>12</sup>. Data is not available for the three sub-areas of Northumberland. However, some appreciation of the distribution of take-up can be provided by considering the data on the basis of the former districts.

Fig 3.6 Gross Annual Completions of Employment Land



3.18

This shows that 52.17ha of employment land was developed over the five year period, corresponding to an annual average of 10.43ha. This has been driven primarily by high levels of development in Tynedale (11.5ha) and Blyth Valley (23.9ha). It should be noted, however, that the majority of development in Tynedale occurred in just one year (2007/08) primarily as a consequence of the expansion of Egger's operation at Hexham. Given the low levels of development observed in the area during the remainder of the period, it could be argued that the figures for Tynedale have been skewed upwards by this one major development and are unlikely to continue at such levels over the LDF period. Blyth Valley's high take up figures were distributed more evenly across

<sup>12</sup> AMR floorspace figures (m<sup>2</sup>) were obtained for all years and for all former districts except for Alnwick for the years 05/06 and 06/07; Castle Morpeth for 06/07; and Tynedale 04/05. The two Alnwick reports recorded actual land take-up and it was agreed with NCC that if this is available in the AMR it should be used instead of floorspace conversions. The Castle Morpeth AMR recorded only floorspace for previous years, but for 06/07 provided a land-take figure. The Tynedale report did not provide a floorspace or land take-up for 04/05, therefore the figure provided for average annual take-up 91-05 provided in the Core Strategy Employment Background Paper was used. To convert floorspace into land, a plot ratio of 40% was applied.



the time period however, and reflected developments at Northumberland Business Park and West Nelson Industrial Estate in recent years.

### Loss of Employment Space

- 3.19 Data regarding losses of employment land to alternate uses is not available for Northumberland on an annual basis and as a consequence, net annual take-up of employment land cannot be accurately calculated. However, data has been made available by NCC for the five year period 2004/5 to 2008/9 and this is summarised in Table 3.3.

Table 3.3 Losses of Employment Space (ha)

	B1	B1/B2	B1/B8	B2	B8	B1/B2/B8	Total
Alnwick	0	0	0	0	0	1.825	1.825
Berwick	0	0	0	0	0	3.289	3.289
Blyth Valley	0	2.66	0.6	0	0	18.3	21.63
Castle Morpeth	0	0	0	0	0	34.626	34.626
Tynedale	0	0	0	0	0	0.47	0.47
Wansbeck	0	0	0	0	0	7.3	7.3
<b>Total</b>	<b>0</b>	<b>2.66</b>	<b>0.6</b>	<b>0</b>	<b>0</b>	<b>65.88</b>	<b>69.14</b>

Source: NCC April 1<sup>st</sup> 2009

- 3.20 The table shows that almost 70ha of employment land were lost to other uses over a 5 year period, equating to approximately 13.828ha per annum. These losses were driven by a number of factors including residential schemes and non B class development including retail and community uses. The data also shows that the losses have been concentrated in the former districts of Blyth Valley (21.63ha) and Castle Morpeth (34.6ha).

- 3.21 Comparing the above figures to the gross development rates considered previously indicates that Northumberland has lost more employment land than has been developed for B-class uses over the past 5 years.

### Age of Premises

- 3.22 Data published by the Northumberland Property Data Service<sup>13</sup> provides an indication of the age of office and industrial premises across Northumberland and by sub-area. It should be noted, however, that no national or regional benchmarks are provided. The data indicates that, in broad terms, the County's supply of office premises is newer than its industrial stock. Indeed, it is estimated that almost half (46%) of all offices in Northumberland have been

<sup>13</sup> 2008 Office Property Market Review, Northumberland Property Data Service and 2008 Industrial Property Market Review, Northumberland Property Data Service



developed since 1990, compared to just over a quarter (27%) of industrial floorspace.

- 3.23 Analysis of office premises by sub-area shows that both the West (52%) and the South East (49%) contain a higher proportion of modern stock compared to the County-average. The figure for Northumberland is dragged down, however, by the North, where just 40% of offices have been developed since 1990. The South East contains by far the highest proportion of modern industrial premises, with 39% of stock estimated to have been developed no earlier than 1990. This is almost double the corresponding figures for the North (22%) and West (18%). The high proportion of older industrial developments in these areas may mean that they are less suitable to be re-let to modern occupiers. This may result in a large amount of vacant premises with high re-development costs.
- 3.24 Prior to 1990, the west of the County had a very low level of office accommodation which, in the main, will have been small in size and based in town centres (particularly on upper floors and on industrial estates). Hexham in particular has seen small, purpose built, office developments e.g. Beaufront Park was developed out to address demand for purpose built accommodation to a modern specification.
- 3.25 South eastern Northumberland has seen modern business park developments at Wansbeck Business Park and Northumberland Business Park in particular. On Northumberland Business Park, modern, good specification, offices have been built speculatively to take advantage of latent demand from small to medium sized occupiers. Many units were built with a view to selling on to owner occupiers who wanted their own business identity and base. Many of these units were particularly attractive in the mid-2000s when the availability of finance was considerably easier to obtain; many were purchased by pension schemes and leased back to occupiers. Developers saw an opportunity to attract occupiers who didn't want to travel to Tyne and Wear and pay the higher values demanded for a similar product.

### **Employment Space in Adjoining Areas**

- 3.26 It is important to understand the extent and types of available employment land in nearby authorities, as well as any major new economic development coming forward that could impact upon the County's employment portfolio. A brief review has been undertaken of the current employment land position in each of the adjoining areas and is set out below.
- 3.27 **North Tyneside** lies to the south east of Northumberland and is bounded by the River Tyne to the south and the North Sea to the east. The District's ELR, published in February 2009, highlights that demand for offices within North Tyneside is reasonable and is driven by a *"lack of good quality freehold premises in Newcastle City Centre."* The District's key office locations are Cobalt Business Park, Balliol Business Park and Royal Quays at North Shields. All three



locations were Enterprise Zones that have been developed as out-of-town business parks and have been successful in attracting inward investment to North Tyneside. With the abolition of the Enterprise Zones in 2011, however, locations for office development in North Tyneside will have to compete with locations elsewhere, based on individual site merits rather than purely on fiscal advantage. This may provide an opportunity for areas in Northumberland, particularly to the south east, to compete for office development due to the proximity to the Tyne and Wear conurbation and flexibility to provide purpose-built office accommodation.

The North Tyneside ELR indicates that the market for industrial premises is primarily focused upon local demand, although the District's stock does help to service some of Newcastle's needs also. Key industrial locations within North Tyneside include the Tyne Tunnel Industrial Estate, West Chirton Industrial Estate and New York Industrial Estate. 247 hectares of undeveloped, allocated employment land was identified by the ELR, although the study suggests that land considered unlikely to be developed for employment purposes should be removed from the portfolio. This reduces availability to 198 hectares. In terms of demand, the ELR concludes (on the basis of amending past take-up rates and projecting them forward) that requires 197ha of land over the period to 2020/21. This figure comprises of a 10ha per annum, in addition to a further 34ha to meet the area's growth aspirations and a buffer of 23ha for contingency purposes. Based upon this analysis, the ELR concludes that North Tyneside has sufficient land available to meet expected demand.

3.28

**Newcastle upon Tyne** borders Northumberland to the south east. The city is the regional capital and a key driver of the North East economy. Consequently, demand for office premises, particularly within the city centre, is high. However, supply in the city centre is constrained due to the compact nature of the centre, as well as competing demand for retail, leisure and residential space. As a result, supply has at times struggled to meet demand, which has provided the rationale for out-of-centre developments both in Newcastle and the surrounding authorities. The desire for purpose-built accommodation away from other traffic generating uses has compounded the hollowing out of office take-up in the city. Within Newcastle, the most recent out-of-centre office developments have taken place at locations such as the Newburn Riverside and Newcastle Great Park (NGP). The release of significant amounts of greenbelt land at NGP is likely to have had an impact upon demand in Northumberland, particularly the South East and Ponteland where the inter-relationship with the Tyneside conurbation is strongest. Greenbelt land is typically less constrained than brownfield, and often more attractive to developers as a consequence. In addition, NGP is well located beside the A1 and could therefore draw demand from Northumberland if investors' decisions are heavily influenced by proximity to the conurbation and the strategic road network. Locations in South East Northumberland will still be able to forge a role within this market context, potentially by offering lower cost land.



- 3.29 It is understood that Newcastle City Council is currently in the process of producing an ELR for the local authority area, to identify suitable sites for employment development over the period to 2037.
- 3.30 **Gateshead** is located to the south and east of Northumberland. The Council is currently undertaking an ELR for the Borough to cover the period to 2037. Whilst only in draft at the time of writing, in basic quantitative terms, the ELR concludes that the Borough has a reasonable level of employment land, with transport infrastructure constraints prohibiting development in areas of strongest demand such as the A1 Corridor and around Follingsby to the east. Take up of employment land since 2000/01 has only been marginally greater than the amount of employment land lost to alternative uses. The draft report concludes that the Borough requires between 94ha and 180ha (gross) to meet employment land needs up to 2037. Following a detailed review of all the PEAs and SEAs in Gateshead Borough, and the existing, committed and potential employment sites therein, the draft ELR recommends that the Borough's portfolio should comprise 74 employment sites, totalling 114.19ha. Much of this land is located in and around Gateshead Town Centre and Quayside; the Team Valley, East Gateshead and Follingsby. However, around 6ha is considered to be available at Blaydon/Derwenthaugh, with a further 10ha at Dunston; these are areas which are closer and more accessible to East Tynedale and Prudhoe in Northumberland and which may be expected to have more of an impact on the demand for employment land in these locations.
- 3.31 **County Durham** lies to the south of Northumberland. The Unitary Durham authority was created in April 2009 as a result of structural changes to local government. It is understood that the Council is currently undertaking an ELR to cover the period to 2037. The Council has also undertaken an econometric forecast study which is being used to inform the emerging Core Strategy. Initial options presented in the Core Strategy Issues and Options document suggests that there are *"a number of important existing employment locations within County Durham particularly at Peterlee, Newton Aycliffe and Durham City"*. The document estimates that an additional 168.2 hectares of employment land will be required up to 2030 in order to meet increased requirements. The Council aim to *"retain high quality sites close to Durham City, to main transport links and to the other priority towns in the area [Newton Aycliffe, Peterlee, Spennymoor, Stanley and Shildon]"*. There is currently a significant undersupply of office development land within the short term across the County. The emerging ELR identifies potential sites for office development at Durham Science Park, Mount Oswald, the former Ice Rink in the City Centre and Milburngate House. In addition, a site at Aykley Heads is recognised as a key potential future office location.
- 3.32 **Eden District** lies to the south west of Northumberland, and is the most sparsely populated district within England. This makes it more difficult to provide high quality services to the District's residents. The Council has identified a need to provide higher wage employment. The Employment Land Availability Assessment, completed in December 2009, identifies an existing



provision of 459,000 sq m of employment floorspace, plus 91 vacant premises (21,663 sq m floorspace) in the District. 42ha of land was identified to contribute to the existing land supply, with three-quarters located in Penrith. The study promotes the use of brownfield land, with a particular emphasis on development at Eden Business Park.

3.33 **Carlisle District** borders Northumberland to the north west. An ELR was commissioned in January 2010, the results of which have not yet been published. Employment land is currently focused around Kingmoor Park and Carlisle city centre, with new opportunities arising due to the expansion of Carlisle Airport and the implementation of the Carlisle Northern Development Route. Land adjacent to the three M6 junctions that serve Carlisle are vital in maximising the district's economic prospects, and must be harnessed for employment use.

3.34 The **Scottish Borders** lie to the north of Northumberland. An Employment Land Audit was published in 2007; identifying employment land supply and land take up over the previous five years. It concluded that there was 80.4ha of developable land, but only 26.9ha of this was serviced. The majority of this land is located in Selkirk, Hawick, Eyemouth and Tweedbank.

## **The Commercial Property Market**

### **Impact of Recession**

3.35 In mid 2010, the UK commercial property market is still recovering from the financial crisis of 2007 and the ensuing recession. 2007 also marked the burst of the UK property bubble. As a result, the commercial property market has seen reductions in capital and rental values of up to 40% at the lowest point in the cycle, although certain sectors of the market have recovered strongly. Added to this, funding issues (including stricter lending criteria and increased costs, i.e. through the removal of empty rates relief) means that property development is less profitable and far riskier than it was previously. Another significant factor has been the severe public expenditure reductions introduced by the coalition Government which has initially resulted in severely reduced demand for property from the public sector and has affected public sector funding for both occupiers and developers/investors. For example, in June 2010 HM Treasury and Cabinet Office Ministers announced an immediate freeze on all new leases or extensions for the Government estate.

3.36 As a result of the above speculative property development outside London has become rare. This is even more acutely felt in more economically marginal locations such as Northumberland where lenders and developers are likely to be particularly cautious.

3.37 A further result of the new Government policy is the abolition of the Regional Development Agencies. This has already seen a reduction in the powers of One North East which is due to be wound up altogether in 2012. It is not yet clear



what will replace it but this is another significant change which is likely to affect how the property market evolves and recovers in the next few years. Already ONE has had to make major cuts (approximately £32.9m) in its budget for 2010/2011 following a strategic review of all in-year Single Programme spending. One Northeast is estimated to have created or protected some 160,000 jobs in the north east and has taken responsibility for the administering of millions of pounds of grants and funding to assist the north-east economy through various projects. It is likely to be replaced by a Local Enterprise Partnership although the composition of this is still to be confirmed.

### **Industrial Demand/Supply**

- 3.38 Historically the majority of demand for employment space in Northumberland has been for industrial premises including both manufacturing and storage and distribution uses. Spatially this has been focussed in the south east sector of the country in the former districts of Blyth Valley and Wansbeck.
- 3.39 There are, however, reasonable sized concentrations of industry at Prudhoe and Hexham in the Tyne Valley and Alnwick and Berwick in the north.
- 3.40 In terms of supply, this report focuses on current availability, although where relevant it discusses take up over recent years (up to 5 years ago).

### **Alnwick**

- 3.41 In terms of availability, NCC's property database lists a total of 23 industrial units currently available in the former Alnwick District. Within Alnwick town itself the only available units relate to workshops of between 1,000 sq ft to 3,000 sq ft in size. The most recent development is the Hotspur Court Business Park (built in 2008). Out of 17 units, totalling 42,000 sq ft, the agent George F White indicates that 60-70% have been let. The units have been primarily let on leases up to 5 years at rents of £5.00 – £5.75 per sq ft.
- 3.42 George F White stated that currently 1,500 – 2,000 sq ft has been the most popular size at Hotspur Court and demand is mainly from local companies although they would not rule out interest from further afield in the future.
- 3.43 Discussions with other agents suggest that future demand is likely to come from smaller occupiers looking for workshops. Whittle Jones, who act for Northern Trust suggested that in the future they would look at 'good' accommodation for workshops with units between 4,000 to 10,000 sq ft in size, and no bigger.

### **Berwick**

- 3.44 Berwick has a fairly localised market although it has, over the years, attracted borders-based clients. Tweedside Industrial Estate has historically been the main employment area, including a number of traditional grain-based businesses, but more latterly attracting non traditional employment uses



including builders merchants, car showrooms etc. The main significant new space has been provided by Gladman Developments at the Ramparts including four units of 3,789 sq ft all of which have been sold or let to Farm to Freeze. There are no plans to build phase 2 (2 x 4,564 sq ft) unless they can line up a pre-let or sale.

- 3.45 NCC's property database currently lists a total of 16 properties as being available in the former Berwick District, with only 7 in Berwick itself. These units are all at Ramparts Business Park.
- 3.46 Edwin Thompson are agents for Martree Business Park at Ramparts where 5 units providing space from 2,500 to 15,500 sq ft were completed in 2008. Of these, only unit 5 (2,500 sq ft) has been let (to an MOT Centre). In response to the weak market demand, quoted rents have been reduced from £5.50 per sq ft to £4.00. There has been interest in some of the other units but for various reasons this has fallen away. The agents view is that there is a shortage of industrial units in Berwick and North Northumberland but this relates to a need for smaller and cheaper units (from 500–1,000 sq ft or smaller).
- 3.47 The market is very localised as many national businesses (e.g. those looking for trade units) feel that the area's demographic characteristics (particularly in terms of the number of households) are insufficient to warrant representation in the area. Edwin Thompson were also of the view that there was not enough land available in Berwick for development at value levels which were affordable to local occupiers.

### **Ashington**

- 3.48 Ashington has four main industrial estates of varying age and quality. Jubilee Industrial Estate is located to the west of the town centre and comprises generally older property including the former Dewhirst Clothing Factory which has been broken up and let as smaller units of between 8,000 – 110,000 sq ft, at asking rents of £2.00 - £3.00 per sq ft. Ashtenne have a workshop scheme comprising 3 blocks of units totalling 29,630 sq ft with unit sizes from 300 to 2,500 sq ft (although there is one unit of 7,900 sq ft). There are 5 units totalling 4,960 sq ft currently vacant and rents range from £2.50 per sq ft to £6.00 per sq ft with units let on flexible terms.
- 3.49 North Seaton Industrial Estate houses a range of buildings with a mix of uses from car showrooms to garden centres. The latest development, at Merchant Court Trade Park, was a redevelopment of part existing factories completed in January 2009. This comprises 19 units totalling 72,199 sq ft. Currently, there are only 4 units totalling 12,000 sq ft let. The agent DTZ are of the view that this is due to the difficult market we are currently in; an over supply of units around 3,000 sq ft in the immediate area; and the owner's reluctance to quote more flexible terms. They are currently looking for 3 to 5 year leases at rents



of £4.25 to £5.00 per sq ft. Demand in the main has been for small units and from new start up companies.

- 3.50 Wansbeck Business Park is a good quality park with units set in a landscaped setting originally developed by English Estates but more latterly owned by Buildings for Business amongst others. The majority of units are currently let; the last lettings were completed by Buildings for Business. Unit 5B (2,508 sq ft) was let in November 2009 to Torque Tension Systems on a 3 year lease with breaks at £4.75 per sq ft. This was followed by a letting of unit 6A (4,883 sq ft) from November 2010 to Clean Room Laundry Ltd on a 10 year lease with a break at year 6 at £3.69 per sq ft.
- 3.51 The study was further informed by 'Buildings for Business', who agreed terms to let Unit 2 (36,000 sq ft) to an Ashington-based company.
- 3.52 Naylor's are currently marketing unit 9A (6,458 sq ft) at Wansbeck Business Park. This has been on the market for over two years and they have only recently had any interest in it. The agent's view was that the unit is not in a prominent position on the park and that it may be too large in comparison with current market requirements in the Ashington Area.
- 3.53 The most recent new development has been at Ashwood Business Park, adjacent to the A189 spine road. In 2007 Fergusons built six new factories/warehouses with sizes ranging from 4,000 sq ft to 10,000 sq ft for sale or to let at quoting rents of between £4.00 per sq ft to £4.25 per sq ft. Discussions with the agent Knight Frank confirms that the market is slow, even though they have sold two and let two units. The most popular size enquired about was the 4,000 sq ft unit. Knight Frank confirmed that if they were to advise on further units they would focus on the 1,500 – 4,000 sq ft range.

### **Blyth**

- 3.54 Blyth has traditionally been an area for heavy industry and B2 uses. The main industrial estate, Blyth Riverside Park, consists of Coniston Road and Cowley Road. These are traditional industrial estates, which contain a number of older units which could be considered functionally obsolete in today's more modern market. According to the Focus land database, there have been 11 industrial deals in the last 5 years. The majority have been for smaller workshop units of 1,000 sq ft to 2,500 sq ft on short terms or with break options, at rents between £3.00 and £5.00 per sq ft. The last deal on larger premises was a letting of a second hand unit of 32,806 sq ft at Ennerdale Road in October 2008 to Slumberdown Quilts for 10 years at a quoted rent of £2.61 per sq ft. Slumberdown Quilts has since ceased operation and the facility is now operated by FAL Equestrian.
- 3.55 Currently (again, according to Focus) there are 7 units available ranging from workshops of 1,000 sq ft up to a large factory of 100,000 sq ft, which could be split into areas from 10,000 sq ft.



- 3.56 Blyth Harbour South predominantly provides properties for the Port of Blyth; more latterly the northern part has been brought into use by NaREC (the national centre for the UK dedicated to advancing the development, demonstration, deployment and grid integration of renewable energy and low carbon generation technologies). The renewables sector is seen as very important for Blyth's future and, along with the port, is likely to be a major stimulator of demand for the area.

### **Cambois**

- 3.57 The Cambois Zone of Economic Opportunity comprises in total approximately 248 hectares and currently includes pockets of industrial activity as well as the former Blyth Power station for which the owners RWE Npower has long term plans to redevelop a 'clean' coal fired power station.
- 3.58 Focus research has revealed that in 2009 Fergusons purchased a large second hand industrial unit of 47,407 sq ft - the former Arizona Chemicals at West Sleekburn - for a reported price of £550,000. The only other industrial deals reported on Focus comprise the letting of 1-2 West Sleekburn Industrial Estate (7,045 sq ft) in February 2008 at a quoted rent of £2.77 per sq ft; and 3 West Sleekburn Industrial Estate (7,722 sq ft) in February 2008, at a quoted rent of £3.89 per sq ft.
- 3.59 Knight Frank are letting the former Arizona site at West Sleekburn as competitively priced office, warehousing and hardstanding. Offices are available from 832 sq ft to 6,605 sq ft at £3.50 per sq ft; and warehousing from 2,452 sq ft up to 25,236 sq ft at £2.25 per sq ft.
- 3.60 In recent years the area has not been a particularly popular location for industrial users but with the anticipated growth of the renewables sector in Blyth this may change and future demand requirements should be carefully considered.

### **Cramlington**

- 3.61 Cramlington's proximity to Tyneside and its excellent transport links have made it a popular location, and in commercial terms, it has become one of the most successful of Northumberland's settlements for industrial activity over the past 10 years.
- 3.62 The main industrial estates are clustered to the north west of the town centre and include Bassington Industrial Estate, Nelson Industrial Estate and South Nelson Industrial Estate.
- 3.63 According to Focus there are currently over 30 industrial properties available, ranging in age, specification and size from small workshops of 500 sq ft up to large detached warehouses of 120,000 sq ft.



- 3.64 BNPPRE are joint agents on Admiral Business Park on Nelson Industrial Estate. This site comprises a former textiles factory which has been redeveloped over the last 10 years to provide refurbished warehouse / manufacturing units totalling 1,015,846 sq ft and ranging from 3,400 to 254,000 sq ft. Currently, there is in total of 183,840 sq ft of space available to let (approx 18% of the total). Rents range from £1.75 per sq ft for the larger units up to £3.00 per sq ft on the smaller units. There are a range of occupiers from Archibalds Building Merchants through to more local storage and service companies.
- 3.65 Since January, 2008 Focus records 99 separate industrial deals in Cramlington for both new and second hand units.
- 3.66 New units include Atley Business Park (North Nelson Industrial Estate), where the latest recorded letting was for Unit 1-3 (3,024 sq ft) to Triple Air Technology Ltd on a 3 year lease at £5.16 per sq ft.
- 3.67 In terms of larger units, Unit 3 Easter Park, Baker Road (10,202 sq ft) was let in November 2009 to Bazaar Trading Co. Ltd at a quoted rent of £4.17 per sq ft. For similar sized new units on Tyneside the rents would have been around £0.75 to £1.00 per sq ft more and some occupiers will have considered this discount to help make Cramlington a reasonable cost alternative to the more expensive Tyneside industrial estates.
- 3.68 Nelson Park West proved particularly attractive to developers in 2005. Easter completed its Arcot Court development of 9 new units from approximately 4,500 to 20,000 sq ft, and this was followed up by further new developments of units up to 30,000 sq ft at Easter Park and Baker Road. Most of these units have since been successfully occupied.

### **Haltwhistle**

- 3.69 There are a number of smaller industrial estates as well as the larger Hadrian Enterprise Park (formerly Akzo Nobel site) just off the A69 which provide a range of types and sizes of mostly older buildings and appears to satisfy the localised demand.
- 3.70 The main industrial estates are West End (predominantly owned by Northern Trust) and Hadrian Business Park (the former Akzo Nobel Site).
- 3.71 West End comprises a number of workshop units and some medium sized factories, of which the majority were built in the 1980s. We are informed by Whittle Jones the letting agent that rents range from £1.58 per sq ft on a 1970s built factory of 15,537 sq ft held on a 12 year lease, up to £4.75 per sq ft on a 600 sq ft workshop held on a 3 year tenancy agreement from January 2009. They also confirmed that demand was locally based only.
- 3.72 Hadrian Enterprise Park (on which BNPPRE are joint agents) comprises a former manufacturing complex and offices with sizes ranging from 474 sq ft up to a



single area of interconnecting factory bays of more than 100,000 sq ft on a site of 14.1 acres. Rents range from £1.00 per sq ft upwards on flexible terms and the estate has attracted a range of occupiers looking for value for money accommodation including a recycling company and a children's crèche / activity centre. Again, the majority of occupiers are local businesses.

### **Hexham/Corbridge**

- 3.73 The majority of industrial activity is centred on Hexham with only a few small local industrial units at Corbridge. Hexham has been a popular location given its good town centre infrastructure and amenities and its location (approximately 20 miles west of Newcastle) on the A69 cross-Pennine road which is a dual carriageway of good quality from Newcastle.
- 3.74 The main estates comprise Haugh Lane, Burn Lane, Tyne Mills, Bridge End and the Egger (UK) Ltd manufacturing plant.
- 3.75 Haugh Lane and Burn Lane contain a mix of users including some retail (Tesco & Aldi) and car dealerships as well as more traditional industrial type users. Bridge End adjacent to Egger has a mixture of users including workshop units, offices, timber suppliers and waste transfer station and light industrial.
- 3.76 In terms of supply, NCC's database does not list any available industrial properties in the town. Focus lists one industrial unit of 3,068 sq ft at 1A Bridge End Industrial Estate available on flexible terms at a rent of £5.51 per sq ft and the former Arriva Bus Depot at Chareway Lane which is likely to be a redevelopment opportunity.
- 3.77 This demonstrates the very low supply of available industrial accommodation in this location. Demand is often 'supply led' and occupiers need to see the product available before they express an interest. This means that demand is often 'hidden' which consequently discourages speculative development.
- 3.78 Focus only revealed details of two deals. The most recent, completed in February 2010, was the letting of a second-hand unit of 2,274 sq ft at 2C Bridge End from Northern Trust to Salon UK Ltd on a 3 year lease at £5.50 per sq ft subject to a 3 months tenants break at any time. The other, completed in July 2009, was Unit 2A Bridge End (3,068 sq ft), also on a 3-year tenancy agreement at an achieved rent of £2.40 sq ft.
- 3.79 Discussions with Whittle Jones have revealed that currently, Northern Trust are achieving an average rent on tenancy agreements in Hexham of £4.90 per sq ft. Hexham is a location where they would consider further industrial development in the future, provided they could purchase land at a reasonable price and may look to develop units of 5,000 to 10,000 sq ft.
- 3.80 Given the low supply of available industrial property it is difficult to establish a clear picture of demand. Allowing for Hexham's size, location and proximity to



the A69 it appears to have potential for small (from 500 sq ft) to medium sized up to (10,000 sq ft) industrial units in the future.

### **Morpeth**

- 3.81 Morpeth has maintained a relatively healthy industrial market due to its easy access from the A1, proximity to Tyneside and good local services.
- 3.82 Both NCC's property database and Focus list approximately 16 properties as being currently available at both Coopies Lane Industrial Estate area and Pegswood. At Pegswood, there are 5 workshops currently available, ranging from 495 sq ft to 1,981 sq ft. These are available on flexible leases at rents from £4.91 to £6.20 per sq ft.
- 3.83 Recent deals at Pegswood reported by Focus include Unit 4C (1,500 sq ft) let in September 2009 (no other details available) and Unit 1D (2,475 sq ft) let to the Rotary Club of Morpeth on a 3 year lease at £4.88 per sq ft.
- 3.84 At Coopies Lane there are a similar range of units available. The majority comprise workshops of between 590 sq ft to 4,270 sq ft. Asking rents vary up to £6.81 per sq ft.
- 3.85 Recent deals reported by Focus include Unit 3 Coopies Lane (1,360 sq ft), let to an undisclosed tenant on confidential terms, although the quoting rent was £5.74 per sq ft; and a freehold unit at Coopies Lane of 8,405 sq ft, sold in November 2009 to an undisclosed purchaser. The quoting price was £750,000 and the property has been marketed for nearly 2 years.
- 3.86 BNPPRE's experience of Morpeth has included the letting of several small-to-medium sized (2,000 to 5,000 sq ft) workshops on Coopies Lane where there has been a mixture of demand from both local and national companies, with the latter particularly favouring units with a reasonable prominence for trade type users.

### **Ponteland**

- 3.87 Ponteland's industrial requirements appear to have been well served locally by Meadowfield Industrial Estate. Meadowfield comprises an established industrial estate of approximately 140,000 sq ft. It comprises a mixture of traditional occupiers and some non B-use class occupiers including Ponteland Primary Care Trust, a veterinary surgery and a builders' merchant.
- 3.88 The estate is surrounded by residential properties and, near the southern entrance, the auction mart site, which now has planning permission for a sheltered housing scheme (CM20070701-60 units-59 sheltered housing flats and one dwelling for a warden – decision made 25/7/2008).
- 3.89 There is very little available accommodation and relatively full occupancy has been the normal situation over the last few years. Specific evidence of demand



has been difficult to identify. This could be that demand is hidden through the lack of supply available at Meadowfield or elsewhere within the settlement; however, there are clearly a considerable number of residents who live in and around Ponteland who travel the short distance to Tyneside for property which provides for their industrial requirements and who may conceivably relocate their business into Ponteland if the right sort of accommodation was available. The attractiveness and affluence of the settlement creates the opportunity for additional commercial/office development subject to land being made available.

### **Prudhoe**

- 3.90 Prudhoe has a substantial industrial estate at Low Prudhoe with a mix of starter units, workshops, some medium sized units and large manufacturing dominated by SCA Hygiene Products.
- 3.91 According to NCC's property database and Focus there is very little available accommodation. There are 3 units at Low Prudhoe. Unit 8b Marquis Court is a workshop of 1,206 sq ft available on a 3 year tenancy agreement at a quoting rent of £6.70 per sq ft. Unit 1C Princess Court is 2,442 sq ft and is available on similar terms at an asking rent of £5.81 per sq ft. There is also a unit of 4,706 sq ft available on flexible terms at a rent of £4.57 per sq ft. The other properties are small workshops located near to the town centre.
- 3.92 Focus reveals a total of 19 deals done since September, 2007. Many of these have been for workshop properties e.g. 7B Earls Court (1,422 sq ft) let on flexible terms in December 2009 by Whittle Jones who have described steady local demand for small to medium sized units, their current average rent in the locality being £4.65 per sq ft.
- 3.93 There have been some larger lettings including 2 Princess Court (4,994 sq ft) let by Whittle Jones in March 2010 for 3 years at a quoted rent of £2.81 per sq ft. In June 2009 14,486 sq ft was let to Permess UK at a rent of £1.55 per sq ft.
- 3.94 The most recent speculative development took place at Regents Drive. Although the stock took time to let it is now fully occupied, with many internationally operating companies now in occupation. However, James Barr were asked to gauge developer interest in a further site of 15.37 acres at Regents Drive, Low Prudhoe in 2008/2009; the site was not straightforward and infrastructure was required, but the main difficulty identified was a lack of confidence from developers over demand and the ability to fund a scheme.

### **Other Locations**

- 3.95 The report has concentrated on what we have considered are the major locations for industrial development. Other areas to consider include:

- **Bedlington**, where Focus lists 6 units available on Barrington Industrial



Estate ranging from 1,000 sq ft to 5,000 sq ft at quoting rents of £3.75 to £4.00 per sq ft. There are also larger units of 28,000, 30,800 and 37,600 sq ft on the Welwyn Electronics Park (F06). The agents (King Sturge) have indicated that the units are in a poor condition and functionally obsolete in terms of modern users. The units have been on the market for a number of years (at least four with King Sturge) and in that time there has been a low level of enquiries but only looking for small amounts of space (1,000 – 2,000 sq ft). Although a couple of viewings have taken place, the enquiries have not progressed any further. There are no quoting rents and the landlords are likely to be flexible on terms but there is a reluctance to spend capital to split the accommodation into the smaller areas that the few local enquiries have demanded. Focus does not list any industrial deals for Bedlington in the last 5 years.

- At **Amble**, Focus currently lists 8 available units, 2 of which are workshops at Coquet Enterprise Park of 944 sq ft and 1,625 sq ft, quoting rents of approximately £6.00 per sq ft. There are further workshops listed for Amble Industrial Estate ranging from 549 to 1,074 sq ft also quoting in excess of £6.00 per sq ft. Holywell Engineering have up to 50,000 sq ft available over a number of units set within a secure compound. There have been a number of lettings in the past 3 years noted on Focus. These have all been for small workshops between 500-1,500 sq ft. Northern Trust's average rent for industrial units at Amble is £3.30 per sq ft.

### **Rural Locations**

- 3.96 It is very difficult to obtain robust supply and demand information for the more rural settlements, as by their very nature, this is likely to be much more locally focused.
- 3.97 Taking Wooler as an example, NCC's property database lists two units as being available on Wooler Industrial Estate. Both units 1A and 1B are for sale freehold through George F White. The units are 2,389 sq ft asking price £120,000 (£50 per sq ft) and 2,171 sq ft (with a mezzanine floor of 2,574 sq ft) asking price £130,000 (£60 per sq ft) respectively. Enquiries of the vendors agent revealed that they has been on the market for at least 2 years but there is very limited demand in the rural areas.
- 3.98 The vast majority of speculatively built units in the rural locations are workshop sized i.e. up to 2,000 – 3,000 sq ft and this suggests that where demand does exist it will be for incubator or move on accommodation for individuals or very small local businesses.

### **Office Demand/Supply**

- 3.99 Northumberland has not seen the levels of office development experienced over the last 20 years in Tyne and Wear and County Durham. This is due to a number of factors including its geography; the absence of large centres of population like Newcastle, Sunderland, Durham and their facilities and amenities; more modest communication links; and not benefiting from the



Enterprise Zone incentives which have spawned many of the established out-of-town business parks e.g. Doxford, Cobalt, Quorum and Bracken Hill.

3.100 For those reasons Northumberland has not been regarded by developers/investors and occupiers as being a significant office market, other than catering for mainly local or specific demand, rather than attracting more footloose requirements.

3.101 The 2000s have, however, seen a significant increase for Northumberland in provision of new speculative office development at Northumberland Business Park, Cramlington, Ramparts Business Park, Berwick, Cawledge Business Park Alnwick, Prestwick Park, Ponteland, Beaufront Business Park Hexham and Sanderson Arcade, Morpeth.

### **Cramlington**

3.102 Northumberland Business Park, Cramlington is Northumberland's premier office location and is well situated near the junction of the A19 and A1 in the south east of the County. The first office development onsite comprised Apex Business Village Phase 1 – 22 units of approximately 1,550 sq ft and available as single or multiple units for sale. The first phase was so successful that a second phase comprising a further 25 units of similar size was developed; the majority of units are now occupied. The success of this development was partly down to pent up demand from local businesses looking to purchase a small self contained office.

3.103 Around 2006 Gladman Developments signed a development agreement with Northumberland Council to develop phases of offices on the remainder of the business park. The first phase comprises good quality office buildings ranging from 1,000 – 25,000 sq ft and totals approximately 100,000 sq ft. Quoted rents are currently £13.00 per sq ft and we are informed by Gladman that currently another unit is under offer for sale at £125 per sq ft. Generally speaking demand has been for the smaller units with reasonable enquiries for offices up to 5,000 sq ft over the last couple of years. There has been little interest in the larger 25,000 sq ft unit. Gladman have been reasonably successful with a 10,000 sq ft office building which they have converted to serviced offices through a joint venture with United Business Centres to create approximately 120 workstations of which 60 are currently let.

3.104 This would appear to demonstrate that there is certainly a market for small incubator accommodation as demonstrated by the serviced offices and smaller move-on accommodation as provided by the 2,000 sq ft units, some of which have been occupied by businesses moving on from the smaller Apex accommodation.

3.105 Gladman confirmed that the recent reduction in public sector activity has substantially reduced potential demand. It is our view that there is also severe competition from Tyneside for more footloose enquiries.



- 3.106 Northumberland Business Park has also provided several examples of directors living in the Morpeth area moving their companies to be closer to where they live.

### **Berwick upon Tweed**

- 3.107 Gladman have also developed approximately 32,000 sq ft of new offices at Ramparts Business Park of 1,000 sq ft, 2,000 sq ft and a single 6,000 sq ft building. Unfortunately this has been less successful than its Cramlington development. Presently there are three buildings sold or let including 6,000 sq ft to Berwick Borough Housing and two 2,000 sq ft units. Gladman have an arrangement in place to build out further properties when required but demand is perceived as poor and very localised even though Berwick is equidistant between Newcastle and Edinburgh. Gladman also feel it is difficult to move businesses out of Berwick Town Centre.

### **Alnwick**

- 3.108 A joint venture development between City and Northern and Northumberland Estates built out Cawledge Business Park just to the east of the A1 at Alnwick.
- 3.109 This comprises 12 new self contained offices totalling 27,139 sq ft completed in 2008. The unit sizes are 1,852 sq ft, 2,407 sq ft and 2,848 sq ft. They are built to a good specification with generous parking allocations and are available to let at £10.00 per sq ft reduced from the original quoting rent of £12.50 per sq ft.
- 3.110 Discussions with the agent King Sturge has confirmed that four units have been let to Age Concern, Jenix, Northumberland Community Trust and small private occupiers and one unit sold to NE Property Finance.
- 3.111 Demand has been mainly from Alnwick-based businesses or those requiring representation there. The agents' experience has been that demand is primarily for smaller units of around 1,000 sq ft; future office development is likely to be smaller in total size than the original phase.

### **Corbridge/Hexham**

- 3.112 NCC's property database lists 17 offices as currently available in Hexham of which 11 are at Beaufront Business Park (Phase II).
- 3.113 Phase II Beaufront Business Park was completed in summer 2009 and provides 12 contemporary offices built to a shell specification in a mixture of serviced offices and self contained suites. Available suites range from 1,141 sq ft to 15,640 sq ft, at quoting rents of £12.50 per sq ft.
- 3.114 King Sturge's client took the decision not to fit out the offices until they had an occupier for a sizeable element of the space. Currently, there are terms out to a single company for 12,000 sq ft.



- 3.115 The agent's view is that if the space had been fitted out then there were smaller enquiries for between 500 to 2,000 sq ft which may have been satisfied.
- 3.116 The agent's experience is that there is reasonably steady demand for smaller offices and they have also identified a couple of 10,000 sq ft enquires from companies based in Hexham and the Tyne Valley. However, unless there is a good reason for a business to locate in Hexham (e.g. the directors is a local resident), demand is likely to be primarily from local companies.
- 3.117 In the town centre, offices generally comprise suites in existing buildings - in some cases arranged over several floors – ranging in size from 288 sq ft up to 8,124 sq ft. Rents vary from £4.42 per sq ft upwards, depending on the quality and size of the accommodation.

### **Morpeth**

- 3.118 Focus lists offices available in Morpeth at Sanderson Arcade, Bridge Street, Market Place, Telford Court and Longhirst Hall Business Centre.
- 3.119 Morpeth's newest offices are above Dransfield's new prestigious town centre retail scheme at Sanderson Arcade. There are currently suites of between 326 sq ft and 1,450 sq ft available to let at a quoting rent of £14.50 per sq ft. the scheme has already attracted tenants including Castle Morpeth Housing (ISOS) and Handelsbanken.
- 3.120 Longhirst Hall Business Centre provides second hand accommodation set in the grounds of Longhirst Hall with office suites ranging from 200 to 19,554 sq ft at a quoting rent of £10.00 per sq ft.
- Enquiries of the letting agent Storeys:ssp have revealed that the space can also be occupied on a serviced, short term basis. The property has been on the market for 12-18 months and in that time approximately 2,000 sq ft has been let in small suites of 400 sq ft or less. The only substantial enquiries were from the public sector and these have fallen away in the current economic circumstances. Although some enquirers like the good car parking provision and on-site services, others have expressed the view to the agents that the location is 'too far out of town'.
- 3.121 Telford Court provides pavilion style offices available on flexible terms at quoting rents of £15.00 - £16.00 per sq ft. there are currently 3 units available according to Focus 2 x 936 sq ft and 1 x 665 sq ft.
- 3.122 Prior to the new Sanderson Arcade development there was a dearth of supply of good quality offices in the town centre. BNPPRE acted for the Inland Revenue to take 3,281 sq ft at Manchester Street and at the time this was the only suitable space available. Although the space physically suited the requirement



the lack of other options meant that the rent and terms were not as competitive as they might otherwise have been.

- 3.123 Sam Allan Estates (office letting agents on the Sanderson Arcade Scheme) are reporting continued good levels of enquiries for the town centre office space. This is mainly local in nature and confirms the steering groups' views that if the space was available there is a good possibility that business owners/directors living in the Morpeth area may relocate closer to home.

### **Ponteland**

- 3.124 The main offices in Ponteland are at Preswick Park near to Newcastle International Airport. Preswick Park comprises prestigious offices set in a landscaped environment on a country estate. The accommodation totals 16,494 sq ft with individual floors from 534 sq ft. There are also meeting and conference facilities to hire on site. A discussion with the business park manager revealed that there are 6 units totalling 7,267 sq ft out of 16 vacant.
- 3.125 Lettings have included 1,645 sq ft to Westmarketing, 534 sq ft to Tilley Sports Management and 753 sq ft to Kirby's Solicitors. They currently have a couple of good enquiries and overall have experienced what they have described as a 'steady stream of enquiries'. Rents are pitched at £17.00 per sq ft which they have been reluctant to reduce even in the current difficult market, although they are prepared to be flexible on lease terms. Interestingly, Tilley Sports Management relocated from Gosforth High Street, Newcastle, whilst Kirby's relocated from the centre of Newcastle (as their main director lives in Ponteland).

### **Inward Investment**

- 3.126 Northumberland has had some successes in attracting new investment in recent years. Notable successes have included the extension of the Egger factory at Hexham and SCA at Low Prudhoe.
- 3.127 The County is also home to some of the leading companies in their particular field e.g. Miller Welding at Cramlington which has designed and patented 'quick coupler systems for industrial excavators. Others include IHC Engineering at Stocksfield and PDL Group at Hexham.
- 3.128 Although parts of the County (in particular the northern service area locality) are viewed by some footloose businesses as peripheral due to their rural nature and relatively poor road network, the Tynedale area and the south east of the County has been successful in attracting some good quality businesses.
- 3.129 Of particular note is the renewable energy hub created around NAREC at Blyth. It has recently been announced in the press that two firms linked to the offshore wind sector are signing long term deals. Boat builder, Alnmaritec will build aluminium boats from the Wimborne Quay terminal and Sheffield based



MTL Group which undertakes steelwork for wind turbine manufacturers is setting up a manufacturing operation at Blyth's South Harbour.

- 3.130 Whilst recognising that in terms of premises and communications Northumberland faces very strong competition for footloose enquiries from its neighbour Tyne and Wear, it does have particular attractions including an excellent quality of life, a very attractive physical environment in many areas and, in certain cases, a very competitive cost package compared with similar properties on Tyneside.

## Conclusions

- 3.131 Northumberland has a relatively large stock of employment space overall in comparison with the neighbouring authorities. It has the third highest amount of floorspace; exceeding that of Newcastle – the regional capital. However, an examination of floorspace relative to population shows that the County has a modest supply in per capita terms. This is particularly true with respect to office floorspace – Northumberland has less floorspace per capita than any of the surrounding authority areas.
- 3.132 The County experienced the second largest increase in floorspace of all the neighbouring authorities over the last decade. This was underpinned by growth in office, factory and warehousing premises despite a substantial contraction in factory space at the national level over the same timeframe.
- 3.133 South East Northumberland has been the focus for B class development in recent years, accounting for 55% of the growth in floorspace County-wide since 1998.
- 3.134 In gross terms, Northumberland is estimated to have 46.65ha of potential new employment land that would be taken up if all extant planning permissions related to employment land were implemented. Based upon recent levels of take-up, this would equate to approximately 4.5 years of supply. Adjusting this figure to allow for any losses of B class land due to extant permissions would result in a net development pipeline of circa 1ha.
- 3.135 Vacancy rates across Northumberland are estimated at 8.8%, which is broadly in line with a level of 8-10% typically observed in a healthy commercial property market. This does, however, mask some significant variations by sub-area with above average vacancies in the South East and particular low levels recorded in the North and West.
- 3.136 An average of 10.43ha of gross new B class land has been developed annually in Northumberland in recent years, with much of this activity focused in Blyth Valley and Tynedale. It should be noted that the high figure for Tynedale is distorted by the significant expansion of Egger in a single year, with other years seeing comparatively little development. Furthermore, significant losses of



employment land over the same period mean that, in net terms, the County has actually experienced a decline in the stock of employment land available.

- 3.137 The majority of demand for employment space in Northumberland has traditionally been for industrial (manufacturing and distribution) uses.
  
- 3.138 The main industrial demand has been for premises in the south east of the County, particularly the former districts of Blyth Valley and Wansbeck. This has resulted in a range of new industrial developments taking place in the last 5 years, notably at Nelson Industrial Estate at Cramlington providing new accommodation from 500 sq ft up to 30,000 sq ft on a speculative basis.
  
- 3.139 There does, however, appear to be demand for further industrial accommodation in Prudhoe, Hexham and Morpeth where availability levels are currently very low.
  
- 3.140 Elsewhere in the County, markets appear to be very localised. There are new units currently vacant in Alnwick and Berwick. There are also vacancies in some of the more rural areas e.g. Wooler and Belford but demand is not steady.
  
- 3.141 The last decade has seen several new, good quality, office developments in the County. Take up success has been mixed. Northumberland Business Park has been the most successful in terms of amount of space disposed of. This is probably due to its location and catchment area and the range of accommodation developed.
  
- 3.142 Cawledge Business Park in Alnwick and Ramparts Business Park in Berwick have seen weaker levels of take up, likely to be due to lower levels (and more localised) demand, but they have filled a gap in their particular markets.
  
- 3.143 Prestwick Park (adjacent to Ponteland) has had a reasonable amount of success in attracting tenants and has maintained its rental levels during the recent poor market conditions. Its location next to Ponteland, good communication links and proximity to Tyneside appear to have been beneficial.
  
- 3.144 Beaufront Park, Hexham is difficult to judge. Its layout and shell condition have not aided its attraction to office occupiers but the letting agents are convinced that it will let in due course and there is demand for offices in the Tyne Valley and Hexham areas.
  
- 3.145 In common with most areas there is little appetite currently for speculative development of any kind and this is likely to continue until the property market and general economy improve.
  
- 3.146 Once this happens however there appears to be areas where demand should stimulate development of new floorspace but only when this becomes economically viable.



3.147

Northumberland is not generally regarded as a significant centre for office development. As a consequence, the majority of demand is from local occupiers.

**Implications for the Study**

- a Northumberland has a large stock of B class floorspace in absolute terms but, relative to population size, the County's provision is comparatively modest.
- b A development pipeline of 46.65ha has been identified in the County, representing 4.5 years of supply. However, the development pipeline also contains a significant number of proposals that could result in the loss of existing or allocated employment sites to non-employment uses (equal to around 45.8ha). In net terms, extant permissions could result in the provision of just 1ha of new employment land.
- c Take-up of employment land has averaged 10.43ha per annum in recent years. However, losses of land to other uses averaged 13.8ha per annum over the same period, leading to a net reduction in land. Such losses must be compensated for in determining the future portfolio.
- d Demand for manufacturing and warehousing space has traditionally driven demand in Northumberland, with a particular focus in the South East.
- e There are several locations, particularly Morpeth, Prudhoe, Ponteland and Hexham, with hidden demand because of restricted supply.
- f There is evidence that business owners would be willing locate their company to be closer to their residence as evidenced in the commercial property market survey.
- g Demand for particular types of commercial/industrial accommodation (i.e. starter units, move on etc) and size varies between locations, but in general terms tends to be for smaller units in the remoter west and north Northumberland.
- h Demand for office space is primarily localised, as the County is not generally regarded as a significant office location. The quality of environment, road network and proximity to Tyneside creates opportunities in parts of South Northumberland.



## 4.0 Review of Current Employment Space and Allocations

### Introduction

- 4.1 This section assesses the characteristics and qualities of existing and allocated employment sites in Northumberland and their suitability to meet future employment development needs. Locations of these sites are shown on the plans in Appendix 3. A total of 125 developed and allocated sites identified by NCC were assessed, amounting to 1,663 ha (gross) in total area. These sites comprise the main employment areas and allocations in the County, as well as a sample of small rural sites, although it should be recognised that this figure does not include every employment site within the County.
- 4.2 At this point it should be emphasised that although this study has assessed the suitability of sites for different uses in physical and market terms, it does not imply that such uses would necessarily be acceptable in terms of national or local planning policy or guidance.
- 4.3 As assessment was made of each site's suitability for employment use, against the criteria listed below (which reflects those in the ODPM and more recently the SEEPB Guidance on ELRs<sup>14</sup>):
- a Strategic road access;
  - b Local road access;
  - c Proximity to urban areas and access to labour and services;
  - d Compatibility of adjoining uses;
  - e Site size, characteristics and potential development constraints;
  - f Attractiveness to the market, including vacancy and market activity; and
  - g Planning policy / sustainability factors.
- 4.4 Other factors were also noted including the sites' suitability for specific uses; any barriers to the delivery of undeveloped sites for employment uses; as well as sequential factors where relevant. A full breakdown of the site appraisal categories and scoring system applied is presented in Appendix 4.
- 4.5 It should be noted that this assessment process in itself does not necessarily provide a complete picture of a site's role within the local economy. For example, a site's importance to meeting rural/local needs or providing a location for bad neighbour uses can be important reasons for retaining a site despite it recording a low ranking. In addition, not all businesses require a site that performs well on all these criteria. A broader commentary is therefore provided on each site to supplement the formal scoring exercise.

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<sup>14</sup> South East Partnership Board (February 2010): South East Plan Supplementary Guidance - Employment and Economic Land Assessments



Nevertheless, the site appraisal process and associated scoring is vital in providing a readily understandable, transparent and justifiable analysis of a site's merits in what could otherwise comprise quite a subjective assessment.

- 4.6 Following this assessment process, sites were ranked by their scores and then categorised as “good”, “average” or “lower quality” in terms of their inherent qualities and suitability to accommodate employment generating uses. In this process, market and other views of a site were also taken into account where available, with particular input from BNPPRE.

## Overview of Sites

- 4.7 The following sections summarise the results of the site appraisals within each of the County's three main service areas – North, South East and West – and the 27 Service Area localities within.
- 4.8 Given the large number of sites which have been assessed by this study, it is not practical to provide a detailed commentary on every site in this section of the report (this is provided in Appendix 5, with the full site pro-formas in Appendix 6). Many of these sites are operating adequately in their current use and no specific intervention or recommendation needs to be made for them. This section therefore provides a brief overview of the relative amounts of good, average and lower quality sites in each service area. In summary, around 75ha of committed employment land is classified as being of ‘lower’ quality; 117ha of ‘average’ quality, and, encouragingly, 161ha being of a ‘higher’ quality.

## North Service Area

Table 4.1 Qualitative Assessment of Committed Employment Sites in the North Service Area

Site No	Site Name	Site Status	Vacancy Rate of existing floorspace	Net Developable Area (ha)	Area av. for expansion (ha)	Role of the Site	Score (out of 35)	Quality
<b>Alnwick</b>								
A01	Alnwick Station	Existing	0%	0	0	Edge of centre retail park with associated industry	22	Average
A02	Alnwick South Road	Expansion Land	0%	0	0.103	Indigenous storage/distribution uses / Sui Generis Uses	22	Average
A03	Alnwick - Saw Mill	Allocated	9.4%	0.303	0	Indigenous Industrial / warehousing uses / retail	21	Average
A04	Alnwick - Willowburn	Existing	0.0%	0	0	Office / manufacturing / warehousing park	26	Higher
A05	Alnwick - Willowtree	Existing	9.1%	0	0	Industrial Starter Units	28	Higher



A06	Alnwick - Sterling Winthrop	Existing	0.0%	0	0	Research Centre for specialised industrial use	29	Higher
A07	Alnwick - St Thomas Units	Existing	100.0%	0	0	Workshop Units	14	Lower
A11	Thrunton - Brickworks	Existing	0.0%	0	0	Single user specialist site	12	Lower
A12	Swarland - Kitswell Dene	Existing	0.0%	0	0	Single user specialist site	16	Lower
A13	Alnwick - Greensfield Park	Existing	0.0%	0	0	General B-Class Employment uses serving a local market	26	Higher
A15	Alnwick Lionheart Enterprise Park	Allocated	1.8%	0.021	0.63	Small scale warehousing, offices, retail and Sui Generis including waste transfer station	25	Higher
A16	Alnwick - Hotspur Park	Existing	0.0%	0	0	Out of centre retail / leisure park	26	Higher
A17	Alnwick - West Cawledge	Allocated	0.0%	2.298	0	Extension to existing Enterprise Park	19	Average
A18	Alnwick - Lionheart Enterprise Park Phase 2	Allocated	29.9%	1.696	0	Small scale warehousing, offices, retail, manufacturing and Sui Generis uses	24	Higher
A19	Alnwick - Greensfield Moor	Allocated	51.2%	2.092	1.3	Office park	24	Higher
A20	Alnwick - Lee Moor Farm (Rennington)	Existing	17.5%	0	0	Office park with associated retail/leisure	15	Lower
	<b>Total</b>	<b>16 Sites</b>		<b>6.41</b>	<b>2.033</b>			
<b>Amble</b>								
A08	Amble Coquet Enterprise Park	Allocated	4.6%	8.931	0.825	General B-Class Employment uses serving a local market	22	Average
<b>Berwick &amp; Islandshire</b>								
B02	Berwick - North Road	Allocated	8.4%	0.415	0	General B-Class Employment uses serving a local market, with associated retail and Sui Generis uses	26	Higher
B03	Berwick - Tweedmouth	Allocated	0.0%	0.09	0	Part retail park, part general industrial estate	24	Higher



B04	Berwick - Tweedside	Allocated	9.3%	0.327	1.289	General B-Class Employment uses with some Sui Generis encroachment serving a local market	25	Higher
B09	Norham	Allocated	0.0%	0.469	0	Rural service site, currently vacant	7	Lower
B12	Berwick - Ramparts Business Park	Allocated	50.0%	9.865	0	General B-Class Employment uses serving a local market, with associated retail and Sui Generis uses	27	Higher
B13	Berwick - NW of A698 Ord Road	Allocated	0.0%	8.435	0	Industrial allocation currently in agricultural use	20	Average
B14	Berwick - Spittal Point	Allocated	0.0%	3.886	0	General B-Class Employment uses serving a local market	13	Lower
	<b>Total</b>	<b>7 Sites</b>		<b>23.487</b>	<b>1.289</b>			
<b>Coquetdale</b>								
A09	Rothbury	Existing	5.2%	0	0	General B-Class Employment uses serving a local market	15	Lower
<b>Glendale</b>								
B06	Wooler	Existing	23.2%	0	0	General B Class uses with some Sui Generis encroachment	19	Average
B07	Milfield	Expansion	0.0%	0	1.945	Rural distribution centre	13	Lower
B08	Wooperton Station Sawmills	Existing	0.0%	0	0	Single user specialist site	11	Lower
B11	Wooler - NW of Berwick Road	Allocated	0.0%	2.059	0	Industrial allocation currently in agricultural use	20	Average
	<b>Total</b>	<b>4 Sites</b>		<b>2.059</b>	<b>1.945</b>			
<b>Hartburn &amp; Rural West</b>								
D16	Longhorsley - East Road	Allocated	0.0%	0.4	0	Industrial allocation currently in agricultural use	14	Lower
D18	Scots Gap - Auction Mart	Allocated	0.0%	0.44	0	Auction Mart	14	Lower
	<b>Total</b>	<b>2 Sites</b>		<b>0.844</b>	<b>0</b>			
<b>Morpeth</b>								



D02	Morpeth - Coopies Lane	Allocated	17.2%	0.161	0.176	General B-Class Employment uses serving a local market	19	Average
D03	Morpeth - Town Centre	Existing	49.7%	0	0	Mixed use site comprising several Sui Generis uses	19	Average
D04	Morpeth - Whalton Road	Expansion	0.0%	0	7.402	Single user specialist site	24	Higher
D06	Pegswood	Existing	19.2%	0	0	Workshop starter units	20	Average
D07	Milkhope Centre	Existing	0.0%	0	0	Rural service site	19	Average
D10	New Kennels	Existing	0.0%	0	0	Light industrial units	17	Lower
D11	Morpeth - Loansdean	Existing	13.5%	0	0	Office Park	28	Higher
D12	Whitehouse Farm Centre	Allocated	5.9%	2.03	0	Workshop starter units	17	Lower
D13	Fairmoor (Northgate)	Allocated	0.0%	10.2	0	Agricultural land intended for B1 Business Park	24	Higher
D14	Morpeth - Railway Yards	Allocated	0%	1.8	0	Rail related storage and operations	17	Lower
D17	Extension to land at Fairmoor	Allocated	0.0%	5.6	0	Greenfield site intended for B1 Business Park	22	Average
D19	St Marys Hospital - Stannington	Allocated	0.0%	33.6	0	Residential-led mixed use development	16	Lower
D21	Adjacent to A1 Fairmoor	Allocated	0.0%	8.15	0	Agricultural land	23	Average
	<b>Total</b>	<b>13 Sites</b>		<b>61.541</b>	<b>7.578</b>			
<b>Seahouses &amp; Belford</b>								
B01	Belford	Allocated	5.0%	0.794	0	General B-Class Employment uses serving a local market	18	Average
B05	Alnwick - North Sunderland	Allocated	11.4%	1.208	0	General B-Class Employment uses serving a local market	16	Lower
B10	Belford West	Allocated	0.0%	1.589	0	Rural service site	18	Average
	<b>Total</b>	<b>3 Sites</b>		<b>3.591</b>	<b>0</b>			
<b>Widdrington &amp; Cresswell</b>								
D01	Hadston	Allocated	25.9%	1.22	0	Workshop starter units	14	Lower
	<b>TOTAL For North Service Area</b>	<b>48 sites</b>		<b>108.079</b>	<b>13.67</b>			

Note: when referring to a site that 'serves the local market', this should be taken to mean that the commercial market and potential businesses renting/buying space are primarily local in origin



## Alnwick

- 4.9 Notwithstanding the site at St Thomas' Close, located within a neighbourhood to the west of the settlement, all of the employment sites assessed within Alnwick are located to the south east of the town centre. Some sites are located more centrally close to the former station; however, the majority are located within a purpose built employment area adjacent to the A1 which offers excellent access to the strategic road network whilst being in close proximity to residential areas and services within Alnwick.
- 4.10 In general, although 16 sites were appraised, there is relatively little land actually available for employment use – just 6.41ha, plus a further 2.033ha for expansion of existing firms. Recent office development that has come forward has very high vacancy rates, which is likely to be, at least in part, a reflection of the current economic climate. The land that is available tends to be of a higher quality:
- **A17 West Cawledge** (2.3ha): greenfield grazing land intended for the future expansion of Lionheart Enterprise Park;
  - **A18 Lionheart Enterprise Park Phase 2** (1.7ha): an expansion site located to the east of the original Lionheart Park, with new premises and high vacancy rates;
  - **A19 Greensfield Moor** (2ha plus a further 1.3ha for expansion land): a speculative office development containing developments such as *Age Concern* and *Northern Property Finance* with infrastructure in place for future development. The site currently has relatively high office vacancy levels.
- 4.11 Looking specifically at the four sites at the lower end of the quality range, these tend to be smaller B2 general industrial areas with confined access. The **Thrunton Brickworks** (A11) and **Kitswell Dene in Swarland** (A12) both accommodate specialised industrial uses with exact locational requirements. The **St Thomas' Units** (A07) comprise a small existing employment site to the west of Alnwick which contains workshop units that have fallen into disrepair and have been vacant since 2005. **Lee Moor Farm in Rennington** (A20) also scored poorly, as the site is constrained by a narrow site access with little scope to expand the premises. However, it is recognised that the site is attractive to local / indigenous firms with a narrow customer base.

## Amble

- 4.12 The main employment site in Amble, **Coquet Enterprise Park** (A8) (8.9ha), is a large employment site containing a mix of uses including a wide range of industrial and storage uses for companies such as *Border Laird Food*, *Holywell Engineering* and *Northern Structures*. Other uses include light industrial starter units and bulk retail operators, whilst non B class uses have also encroached upon the site including a childcare facility and a children's indoor play centre. On the whole vacancy levels are low; however, vacancies are high within the industrial starter units with 40% of the units seemingly unoccupied. This indicates that demand is limited, which may be partly due to the site's



remoteness from the strategic road network. It should be noted that since the site visit the anchor operator for the site, *Northumberland Foods*, has closed, and been taken over by Longbenton Foods who intend to take on the staff made redundant. In general, it is considered that the site addresses indigenous, local demand.

### **Berwick and Islandshire**

4.13 The majority of the existing employment land in Berwick is focused to the south of the River Tweed. However, there are two employment sites that have been developed on the northern outskirts of the town, Ramparts Business Park and North Road. In general, sites within Berwick benefit from good access to the strategic road network and/or good access to the town centre, with the higher scoring sites benefiting from ease of access to both. It should be noted at this point that the A1 comprises a single carriageway in both directions from the town, although opportunities may emerge to improve the attractiveness of the route in future following the coalition government's changed stance on the potential to dual the A1.

4.14 The area has a reasonably high amount of available employment land – 23.5ha – across seven sites, with Ramparts Business Park (B12) scoring particularly highly, with the potential to contribute almost 10ha (although given that vacancy rates are very high at 50%, it is unlikely that further land here is needed in the short term at least). With regards to the sites which scored in the lower range:

- **B09 Norham** (0.469ha): comprises of a vacant site which is currently used for fly tipping. The site is in a remote and unsustainable location, wooded with no infrastructure and it is envisaged that the remediation costs associated with bringing the site back into use would be high.
- **B13 Berwick NW of A698 Ord Road**: currently in use for agricultural purposes. The land would require levelling and investment in infrastructure in order to become suitable for development; the site also falls within a HSE consultation zone from *Alchemia Ltd*.
- **B14 Berwick Spittal Point**: mainly used for warehousing and Sui Generis uses. The site is in poor condition with one large unit currently to let and c.75% of the site is available for future development and remediation. It is understood that work is soon to commence on a HCA-funded Masterplan for the wider area which will also look at the potential of the site and consider what the market can reasonably take forward within the area of Spittal and Tweedmouth.

### **Coquetdale**

4.15 The only employment area reviewed in **Rothbury** (A09) comprises a narrow employment site located to the south east of the village which contains a mix of uses including a fire station, *Rothbury Home Bakery* and a builders merchants. The site is currently in a poor, run down condition, which is reflected in its lower quality score. Due to the narrow and steep nature of the



site there is very little land available for future development. Despite scoring poorly, however, it is recognised that this site serves a purpose within the local market.

### Glendale

- 4.16 This Service Area Locality relates to the remote and highly rural area around Wooler in the far north-west of the County. The existing/committed sites appraised in this area generally scored in the lower/average range, with 2ha available at **Wooler – NW of Berwick Road** (B11) and a further 1.945ha available for the expansion of a local firm at **Milfield** (B7). These sites serve a discrete indigenous market, hence much of the qualitative criticism regarding the sites' isolation and small size tends to be less relevant.
- 4.17 An exception is the site at Milfield (B7), currently used as a distribution centre for the multi-national corporation *Brozzi Ltd*, with the south east of the site also in use as a battery chicken farm. The premises are kept in good condition and there are no vacant units, although it is remote from the strategic road network, residential areas and services. This site is in active use for distribution purposes with potential for it to remain in agricultural service or distribution uses for the foreseeable future.

### Hartburn & Rural West

- 4.18 This Service Area Locality refers to the area of Northumberland immediately to the north-west of Morpeth and includes rural settlements such as Longhorsely and Hartburn. Two allocated sites remain in this area, contributing some 0.8ha to the County's land portfolio. Both sites scored relatively poorly in the site appraisal analysis:
- **East Road, Longhorsley** (D16) (0.4ha) consists of greenfield arable land. The site has very few incompatible neighbouring uses; however, it is remote from the strategic road network and potentially requires traffic to pass through narrow country roads when approaching from the east or west. As no development has come forward on this site, it is apparent that there is a lack of demand for B-class development in this location.
  - This site comprises an agricultural field at **Scots Gap Auction Mart** (D18) (0.4ha). This is a remote, small site located 17km from the strategic road network which restricts demand to the expansion of the existing Auction Mart only.

### Morpeth

- 4.19 The majority of the employment sites assessed within Morpeth are located on the outskirts of the town with sites located to the north, south west and south east of Morpeth. However, there is also one additional site located within the town centre. On the whole the sites located close to the town centre benefit from a more sustainable location with good access to services and public transport, whilst being constrained by the congested nature of the town centre



and flood risk. Sites further from the town centre benefit from greater proximity (but not necessarily ease of access) to the A1 but are often in less sustainable locations, and compromised to a greater or lesser degree from the Green Belt designations<sup>15</sup>. It is understood that work is underway on a HCA-funded Masterplan for the North Morpeth area which will seek to explore development constraints and opportunities relating to sites in the area.

4.20

In general, the 13 sites assessed scored in the lower-average quality range. Despite being notionally capable of contributing 61.5ha of employment land, plus a further 7.6ha of expansion land to the portfolio, there are significant issues regarding many of the 'available' sites:

- To the north of Morpeth there are three allocated employment sites located at Fairmoor, to the east of the A1. The first site, **Fairmoor (Northgate)** (D13) (10.2 ha) is predominantly greenfield land. Due to its proximity to the A1 it has the potential to be a visible and attractive site; however, at present, the lack of a suitable access and infrastructure is likely to require substantial public sector funding and investment. It is understood that the costs required to overcome these issues are not insurmountable and would not be significantly greater than the normal costs which would be associated with an employment allocation of this scale. Should the Morpeth Northern Bypass be approved, then this site would be greatly enhanced as a commercial proposition, although even without the scheme alternative access is available. Even if the Bypass is not developed in its entirety due to funding issues, an improved junction with the A1 would improve the accessibility of this and other sites in North Morpeth (see below). Given the diminishing levels of public funding, opportunities for funding infrastructure by the private sector need to be considered.
- The second site, **adjacent to the A1 at Fairmoor** (D21) (8.1ha), is located immediately to the south of D13 and again, subsequent to sufficient investment in infrastructure, it has the potential to be a visible and attractive site. As regards the third site, **Extension to Land at Fairmoor** (D17) (5.6 ha), this currently consists of recreational land, a pavilion and a community hall adjacent to Northgate Hospital. Both the pavilion and community hall appear to be either vacant or infrequently used and in poor condition. Whilst the site was originally intended to form part of the wider Fairmoor development site, this site has more problematic constraints than the other two sites in this area (D13 and D21), not least the potentially very difficult access (even allowing for the possibility of the Morpeth Northern Bypass) and the proximity of sensitive uses at Northgate Hospital.
- The largest 'available' employment site in and around Morpeth is located at **St Mary's Hospital, Stannington** (D19) (33.6ha). This site contains a vacated hospital which is in the process of being converted ahead of the

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<sup>15</sup> It should be noted that the RSS proposed an extension to the Green Belt and the Structure Plan identified its 'general extent'; however, the detailed inner boundaries around Morpeth have not yet been identified, which will be a key task of the adopted Northumberland Core Strategy.



construction of a residential-led mixed use development (with some 52,000 sqft of commercial development, of which 0.254ha will relate to serviced office space and 0.19ha workshop space). Construction is underway, and it is understood that of the current 33.6ha employment allocation, only 0.444ha is likely to be developed for B1 uses.

### Seahouses and Belford

4.21 This Service Area Locality, which encompasses the coastal settlements of Seahouses, Beadnell, North Sunderland and Belford on the A1, has over 3.5ha of employment land available at three sites:

- **Belford** (B1) (0.8ha) is an employment site which is used for general industry and warehousing purposes for companies such as *Coastal Grains Ltd*. Although this is not a high profile site, it provides for the needs of the local area.
- Located on the coast, **North Sunderland** (B05) (1.2ha) is an industrial estate in poor condition, containing a mix of uses aimed at the local market.
- **Belford West** (B10) (1.59ha) is a greenfield site located immediately south of the village of Belford. Part of the site is currently being developed for a farm shop and country store with the remainder of the site being available for future development.

### Widdrington and Cresswell

4.22 Only one site is located in this Locality, **Hadston** (D1) (1.22ha), a site currently used for business starter units and general industry for companies such as *Stelllex Ltd*. The newer starter units are generally in good or average condition with a number of larger units appearing to be poor and almost derelict. 60% of the units on site are vacant with the starter units struggling to attract occupiers. Hadston is remote from the strategic road network and 4km away from a wide variety of services within Amble which in turn restricts demand to the local market. However, the site provides the opportunity for local business start ups for the adjoining community which has seen significant levels of new housing.



## South East Service Area

Table 4.2 Qualitative Assessment of Committed Employment Sites in the South East Service Area

Site No	Site Name	Site Status	Vacancy Rate of existing floorspace	Net Developable Area (ha)	Area av. for expansion (ha)	Role of the Site	Score (out of 35)	Quality
<b>Blyth</b>								
C01	Blyth Bebside	Existing	48.4%	0	0	General B-Class Employment uses serving a local market	22	Average
C02	Blyth Riverside Park	Allocated	12.9%	3.726	0.621	General Industrial Estate	26	Higher
C03	Blyth Riverside Park (Coniston Road)	Allocated	18.2%	6.321	1.539	General Industrial Estate	24	Higher
C04	Blyth Harbour South	Allocated	0.2%	0.204	1.464	Port-related storage and industrial activities	24	Higher
C05	Crofton Mill	Allocated	0.0%	1.43	0	Light industrial units serving a local market	15	Lower
C16	Blyth Bates	Allocated	0.0%	23.28	0	Vacant former colliery site with potential for residential / renewables	20	Average
	<b>Total</b>	<b>6 Sites</b>		<b>34.961</b>	<b>3.624</b>			
<b>Choppington, Stakeford &amp; Guidepost</b>								
F04	Barrington	Allocated	8.2%	0.135	3.903	General Industrial Estate	23	Average
F05	Barrington Brickworks	Existing	64.4%	0	0	General B Class employment uses serving a local market	22	Average
F21	West Sleekburn - Earth Balance	Existing	0.0%	0	0	Local Business Park catering for eco-friendly industries	25	Higher
	<b>Total</b>	<b>3 Sites</b>		<b>0.135</b>	<b>3.903</b>			
<b>Cramlington</b>								
C07	Cramlington Bassington	Expansion Land	1.8%	0	17.046	General Industrial Estate	31	Higher
C10	Northumberland Business Park	Allocated	22.5%	12.118	2.61	Split between office park and area of general B class / Sui Generis mix	33	Higher
C11	Cramlington Windmill	Expansion Land	0.0%	0	34.428	Specialised B2 industrial site	29	Higher



C17	Cramlington North Nelson	Allocated	20.4%	1.62	0	General Industrial Estate	28	Higher
C18	Cramlington Nelson Park West	Allocated	23.6%	7.79	3.935	General Industrial Estate	29	Higher
C19	Cramlington Nelson Park	Existing	19.2%	0	0	General Industrial Estate	30	Higher
C20	Cramlington Crosland Park	Allocated	13.4%	2.916	0	General Industrial Estate	28	Higher
C21	Cramlington Nelson Park East	Expansion	0.0%	0	2.829	General Industrial Estate	28	Higher
C22	Cramlington South Nelson	Allocated	20.2%	2.618	0	General Industrial Estate	25	Higher
C23	South West Sector off Fisher Lane	Allocated	0.0%	22.314	0	Agricultural land intended for Industrial use	17	Lower
C24	Cramlington West Hartford	Allocated	0.0%	51.464	0	Agricultural land intended for strategic inward investment	28	Higher
	<b>Total</b>	<b>11 Sites</b>		<b>100.84</b>	<b>60.848</b>			

#### East Ashington

F02	Ashington - North Seaton	Allocated	18.9%	5.895	0	Mixed use employment area	25	Higher
F12	Ashington - Ashwood Business Park	Allocated	76.7%	34.726	0	Industrial Starter / Move on units	30	Higher
	<b>Total</b>	<b>2 Sites</b>		<b>40.621</b>	<b>0</b>			

#### East Bedlington

F07	Cambois - Zone of Economic Opportunity	Allocated	35.0%	8.9	182.208	Expansion land for general B uses / power station	23	Average
F06	Bedlington Station	Existing	44.9%	0	0	General B-Class Employment uses serving a local market	21	Average
F08	Blyth - Harbour North	Allocated	0.0%	5.639	8.854	Port-related storage and industrial activities	20	Average
F18	Cambois - West Sleekburn Industrial Estate	Allocated	0.0%	2.13	0	Bad Neighbour uses	19	Average
	<b>Total</b>	<b>4 Sites</b>		<b>16.669</b>	<b>191.062</b>			

#### Ellington, Lynemouth & Linton

D15	Linton Lane	Allocated	0.0%	3.612	0	General B-Class Employment uses serving a local market	20	Average
D20	Ellington Colliery	Allocated	0%	20.5	0	Office Starter units	21	Average
	<b>Total</b>	<b>2 Sites</b>		<b>24.112</b>	<b>0</b>			

#### Newbiggin



F09	Lynemouth - Alcan	Existing	0.0%	0	0	Specialised B2 industrial	22	Average
F20	Newbiggin - Woodhorn Road	Allocated	0.0%	0.3	0	Vacant site intended for local business uses	23	Average
	<b>Total</b>	<b>2 Sites</b>		<b>0.3</b>	<b>0</b>			
<b>Seaton Valley</b>								
C06	New Deleval	Existing	5.8%	0	0	General B-Class Employment uses serving a local market	17	Lower
C08	East Cramlington	Allocated	20.4%	0.297	0.161	General B-Class Employment uses serving a local market	20	Average
C12	Seaton Delaval - Double Row	Allocated	2.3%	0.274	0.442	Mixed use employment area	23	Average
C13	Seaton Delaval - Avenue Road	Expansion Land	0.0%	0	4.08	Single user specialist site	17	Lower
C15	Seghill	Allocated	0.0%	3.47	0	General B-Class Employment uses serving a local market	19	Average
	<b>Total</b>	<b>5 Sites</b>		<b>4.041</b>	<b>4.683</b>			
<b>West Ashington</b>								
F01	Ashington Jubilee	Existing	26.3%	0	0	Mixed use employment area	20	Average
F03	Ellington Road End	Existing	0.0%	0	0	Light industrial units serving a local market	22	Average
F10	Wansbeck Business Park	Allocated	7.7%	4.381	0.867	Business Park	31	Higher
F11	Lintonville Enterprise Park	Allocated	12.3%	0.977	0.3	Mixed use employment area	32	Higher
F19	Ashington Green Lane	Existing	5.3%	0	0	Workshop starter units	23	Average
	<b>Total</b>	<b>5 Sites</b>		<b>5.358</b>	<b>1.167</b>			
	<b>TOTAL For South East Service Area</b>	<b>40 sites</b>		<b>227.037</b>	<b>265.287</b>			

## Blyth

4.23

The majority of the employment sites assessed within Blyth are located on the northern and eastern outskirts of the town, running along the banks of the river Blyth to the north and towards Blyth Harbour to the east. However, there are additional sites within the town centre at Crofton Mill and to the west at Newsham. In general, the employment sites benefit from good access to the



A189 and residential areas and services within Blyth which are often accessible via public transport.

4.24

Six sites in Blyth were appraised, totalling 35ha of available employment land and 4ha of further expansion land. Three of the sites scored highly in the appraisal process:

- **Blyth Riverside Park (Cowley Road)** (C2) (3.7ha), a large and well established industrial estate within Blyth which is attractive to users due to its good road links and proximity to Tyne and Wear.
- **Blyth Riverside Park (Coniston Road)** (C3) (6.3ha) on the banks of the River Blyth. This large site currently contains both general and light industrial uses for firms such as *Drager* and *Burberry*. There is very little land available for further development although some large units formerly occupied by *Dewhursts* and *Fergusons* appear to be vacant.
- **Blyth Harbour South** (C4) (0.2ha) located to the east of Blyth at the mouth of the River Blyth, the site consists of a mix of office uses, general industry, warehousing and external storage for *Port of Blyth* and *Narec*. The buildings on site consist of new, good quality, office developments and average-to-poor quality industrial and warehousing units. It should be noted that all land on this site is owned by the Port of Blyth and as such it is unfeasible that any of their land would be developed for employment uses which would not generate revenue for the Port. Hence this site is likely to be restricted to Port-related uses.

4.25

One site in Blyth scored particularly poorly in the appraisal process - **Crofton Mill** (C5) (1.43ha). Although predominantly vacant, the site contains four garage units located to the south east and a sales unit for *Phoenix Fireplaces*. These units are currently in poor condition with one unit also currently vacant. With such a significant volume of residential properties nearby, this restricts the future use of this relatively small site which also requires remediation work. The site currently has extant planning permission to be developed in its entirety for residential use.

4.26

Furthermore, **Blyth Bates** (C16) (23.28ha) is a vacated colliery site which is currently undergoing remediation works. An outline application for the remediation of part of the former colliery land, followed by construction of 327 dwellings with associated road infrastructure, engineering works, car parking and landscaping, was approved in 2009. This would remove some 9.87ha from the overall site area, although it is understood that the northern section remains available as employment land. Around half of the remaining land is owned by the Coal Authority, with the remainder owned by the Port of Blyth. The Port of Blyth is currently marketing the site to the renewables sector with some degree of interest. Given its strategic deep water access, it is considered that the remaining part of the site could be retained as part of a wider strategic allocation to cater for the renewables sector.



**Choppington, Stakeford & Guidepost**

- 4.27 Three sites were appraised in this Service Area Locality, comprising just 0.1ha of committed employment land, with a further 3.9ha of expansion space. The sites scored relatively highly overall, and particularly the **Earth Balance** site at West Sleekburn (F21). This small site promotes sustainability, containing a mix of office units for companies such as *LDR<sup>2</sup>*, retail units for local businesses such as *Redress*, and renewable energy research units.
- 4.28 Two further sites were appraised at Barrington, with **Barrington Industrial Estate** (F4) comprising the site with available/expansion land. This site is used by manufacturers such as *Pipetech*, *Charlton* and *Barrington Metal Works*. Starter units are also present on site as well as a waste transfer station.

**Cramlington**

- 4.29 A large number of employment sites were assessed within Cramlington, most of which are located in the north-west sector of the town between the A1171 and the A1068. Additional sites are located to the west off Fisher Lane; to the south of the town at Northumberland Business Park and East Cramlington. With the exception of **C23 South West Sector off Fisher Lane**, all of the sites scored highly in the appraisal process. C23 is a greenfield site detached from the existing settlement and is reliant upon the private car; it is physically constrained by pylons which cut across the site and is adjacent to a SSSI. It is unlikely that this site will generate significant interest whilst there are large available sites within the existing, serviced industrial estates and office parks within Cramlington.
- 4.30 The remaining employment sites tend to be relatively successful, accessible sites with good access to the strategic road network. Of particular note are the following:
- **Cramlington Bassington** (C07) (17ha of expansion land): Consists of a mix of general and light industrial units and warehousing of average condition. There are very few vacancies on site (c.2%); however, approximately 10% of the site could potentially be made available for future development which, given the size of the site, equates to a significant amount of land. Unlike other sites within the north west sector, Bassington benefits from ease of access to both the strategic road network and labour and services within Cramlington Town Centre. Generally, Bassington is a well-established and coherent industrial estate with high occupancy levels, offering a cost-effective alternative to the Tyne and Wear market.
  - **Northumberland Business Park** (C10) (12.1ha). This well established and well serviced site consists of a wide range of uses from offices, industrial units and warehousing. The site is currently in good condition with vacancy levels of 22%, and it is envisaged that there will be demand for the plots of land available for development within the site.
  - **Cramlington Windmill** (C11) (34.4ha of expansion land) comprises a large employment site consisting of two large pharmaceutical factories and



expansion land. Both of the factories are in good condition and are fully occupied. This is a generally attractive site which scores highly; however the site is specialised and the available land is only suitable for the expansion of the existing occupiers.

- **Nelson Park West** (C18) (7.8ha) contains a mix of general and light industrial units and warehousing for firms such as Orion, CEF and AFM Europe. This established site is well maintained and in good condition, although vacancy levels are quite high, at 24%. There are also plots of land equating to approximately 30% of the site which could potentially be used for future development. The site is well established and well placed for access to the strategic road network; however, town centre services are approximately 2.5km away, whilst four sites of potential archaeological interest on the site may constrain future development. Nevertheless, this is a popular, well occupied and important employment site.
- **Crossland Park** (C20) (2.9ha) consists of offices and general industry of an average quality, whilst vacancy levels are moderate at 13%. The site is well placed for access to the strategic road network; however, the town centre is approximately 1.5km away. The site on the whole is sustainable and is relatively unconstrained other than one plot of land having sloping topography.
- **South Nelson Industrial Estate** (C22) (2.618): Consists mainly of light and general industrial units of average condition with a limited amount of warehousing. There are issues concerning contaminated land and resistance from the land owner and Sports England to allow access through a designated sports field to access part of the available land. Although this site does not score as highly as others within Cramlington it is still regarded as an important employment site offering a number of units of varying age and quality. The inaccessible area of land (1.29ha) could be de-allocated.
- **South West Sector off Fisher Lane** (C25) (22.3ha): The site is situated in close proximity to the A19 and the A1 and is accessed via free moving roads. However, as a greenfield site detached from the existing settlement and reliant upon the private car this is not a sustainable development site. Additionally, the site is physically constrained by pylons and proximity to a SSSI. It is unlikely that this site will generate significant interest whilst there are large available sites within the existing, serviced industrial estates and office parks within Cramlington.
- **West Hartford** (C24) (51.5ha). The site represents the only designated Strategic Site in the County and as such is envisaged as being the prime location for a single, high quality, inward investor. The site benefits from good access onto a dual carriageway; however there are no internal roads developed within the site to-date. Whilst inward investors have yet to be forthcoming, it is considered that the site still represents the County's prime opportunity for large scale development for the foreseeable future, and as such, a substantial area should still be retained. The site is subject to an Article 14 direction from the Highways Agency.



### East Ashington

4.31

The employment sites within Ashington are generally located to the north and south of the town, benefitting from being relatively close to the strategic road network, residential areas and services within the wider conurbation. In the eastern area of the town are two large sites contributing 40.6ha to the land portfolio:

- The largest site within Ashington lies to the south west of the town, immediately adjacent to the A189 at **Ashwood Business Park (F12)** (34.7ha). This large site consists mainly of a large amount of greenfield land available for development and six new industrial starter units, four of which are currently vacant. This site scores highly within the assessment and is regarded to be a good quality employment site. However, as it is newly established it will require time to develop. The site is subject to an Article 14 direction from the Highways Agency.
- Ashwood Business Park is bounded to the west by **North Seaton Industrial Estate (F02)** (5.9ha). This site consists of a mix of uses including a recycling centre, an ambulance station, a garden centre, a *Vauxhall* sales forecourt, starter units for specialist niche businesses, retail outlets such as *Acorn Timber* and some light distribution. This is regarded as a good quality, established employment site; however, it should be noted that the newer developments on site have had mixed take up rates, whilst the level of retailing on the site has diluted its attractiveness to B-class uses.

### East Bedlington

4.32

The sites assessed within Bedlington are located to the north and north east of the town benefitting from being relatively close to the A189 and services within Bedlington. This also includes the substantial pdl sites to the north of the River Blyth:

- The northern half of the Welwyn Electronics Park at **Bedlington Station (F06)** is currently vacant and unused, containing buildings of poor quality, whilst the southern half is in use as an electronics factory and is in average condition. The 3ha vacant plot to the north has been marketed for further development by King Sturge for several years with very limited interest. It is considered that the vacant units are in a poor condition and functionality obsolete for the needs of modern users. This suggests they are not suitable for employment use in their current condition and could be very costly to convert.
- Cambois forms one site consisting of the large **Cambois Zone of Economic Opportunity (F07)** (8.9ha, plus 182ha of expansion land). This land, set within the wider Blyth Estuary, contains a vast amount of pdl but also uses such as, *Fergusons Business Park*, *Four Rivers Bio Diesel* and *Aggregate Industry*. Due to the size of the site there is a significant amount of land available for development and identified as 'expansion land'. Much of the site is owned by RWE NPower who has long term plans to redevelop the site as a 'clean' coal-fired power station, and hence it is unlikely that the



land identified as 'expansion land' will be available for any other use except for the power station (note – the power station plans are now on hold, but remain a long term objective for the site). Part of the remaining site, equal to 7.2ha of available employment land north of the railway line, is now subject to an application for residential development.

- **Blyth Harbour North** (F08) (5.6ha, plus 8.9ha of expansion land) is split into two sites used for harbour purposes such as the unloading of cargo and metals by *Rio Tinto Alcan*, storage and other port activities by *Port of Blyth*. Furthermore, an extended rail access to Battleship Wharf has been provided to assist in opening up the site for future development. In particular, there are plans for a new Biomass Power Station on a 5ha site at the southern half of Battleship Wharf, which would involve the use of woodchip and waste wood to generate electricity. Due to the significance of the proposals, the application will be submitted to the Infrastructure Planning Commission, with a draft Development Consent Order to be submitted in February 2011.
- To the west of Cambois the **West Sleekburn Industrial Estate** (F18) (2.13ha) is located within 2km of the A189 via free moving roads and consists mainly of land used for the storage of coal, caravans and scrap metal, a wood yard and a new waste management facility to the south west of the site. Notwithstanding the site's poor appearance this is still regarded as an established employment site which is important to the non-standard users currently using the site.

#### Ellington, Lynemouth & Linton

4.33

There are two significant employment allocations in this Locality:

- **Linton Lane** (D15) (3.6ha) is an employment site predominantly used for general industry and storage uses such as a large scrap yard, whilst the southernmost section of the site contains residential units which are being developed by Bellway homes. This remote site is unlikely to be attractive to general industrial and commercial occupiers.
- **Ellington Colliery** (D20) (20.5ha) is a site which predominantly consists of vacant greenfield and pdl land; however, a small number of starter office units are located to the south east of the site at Ellington Business Park. As the starter units are new they are in a good condition, with the remainder of the site being available for further development. There are likely to be viability issues due to the previous land uses on the site and the level of remediation required. There is a live application for a mixed use scheme on the site which is predominantly housing, but which will also provide some local employment land (smaller office starter units).

4.34

Furthermore, there is currently a live application for a mixed use development at the site of the former Lynemouth Colliery, land owned by UK Coal. The application seeks 200 residential units, 8.06ha of employment land (B1/B8), 900sqm of assembly and leisure, 0.91ha of land for live/work units (relating to 354 units) and 2.68ha of land for caravan storage and sales. Planning strategy is seeking a reduction in the amount of employment land in the scheme.



Whilst no decision has yet been made regarding the application, this would appear to be a substantial employment allocation in an area of relatively weak market demand.

### **Newbiggin**

- 4.35 Newbiggin has two existing sites, the Rio Tinto **Alcan site at Lynemouth** (F9) (0ha available) is currently used solely by the *Alcan* Aluminium Smelter and Power Station; and **Woodhorn Road** (F20) (0.3ha) is a small, vacant pdl site located adjacent to a sports centre within a residential area. Whilst the former site serves a specific purpose located away from residential areas, Woodhorn Road has been marketed with minimal commercial interest for some time.

### **Seaton Valley**

- 4.36 There are two existing employment sites located within Seaton Delaval, one in the adjoining settlement of Seghill, and two other sites in the immediate vicinity. These employment sites are important as they provide employment space for local industrial users and also house a major employer in *Proctor and Gamble*. As can be seen from Table 4.2, the sites are highly variable in quality. Poor quality sites include the following:

- To the west of Blyth at Newsham, **New Delaval** (C6) (0ha) consists of a building used for starter units within a larger employment site. The building is in average condition with vacancy levels of approximately 6% and some units currently being used for storage. Despite the fact that this site is constrained by the nature of its surroundings and is unappealing to the mainstream market, it provides business space to small local businesses.
- **Avenue Road** (C13) (4ha of expansion land) is a site which is in use solely by *Proctor and Gamble* for manufacturing. The site is in good condition and it is estimated that approximately 25% of the site would be suitable expansion land for the plant. The site is constrained as part is covered by a HSE consultation zone and is adjacent to residential areas and a high school. Nonetheless, this is an established employment site which is used by a key employer in the region.
- The solitary site at **Seghill** (C15) (3.5ha) is split into two separate existing employment sites and a large area of Greenfield land. The premises are of average condition with low vacancy levels. It is understood that much of the site is being developed for a new first school, whilst the remaining vacant land is considered unattractive to the market as it has been marketed for the last 20 years or so without success.

### **West Ashington**

- 4.37 The employment sites within West Ashington are located to the north and south of the town, benefitting from close proximity to the A189, as well as surrounding residential areas and services within the wider conurbation. As a consequence, the sites were generally rated as being of a high/average quality,



with four sites capable of contributing some 5.3ha to the employment land portfolio. Two sites rated particularly highly:

- **Wansbeck Business Park** (F10) (4.4ha) which has taken on the form of a modern day science and enterprise park with landscaping and water features being an important aspect of the site's design. Uses include offices for firms such as *webuyanycar.com*, distribution, light industry and research for firms such as *Polar Crush*. The site is located within an existing employment area and is relatively unconstrained; as such this is regarded as a good quality employment site.
- **Lintonville Enterprise Park** (F11) (0.98ha) is a modern, mixed use site in good condition, located to the north east of Ashington. Site users consist of *Wansbeck Enterprise Centre*, *McDonalds*, starter units, offices for *Age Concern* and a car sales forecourt. The site does not suffer from physical constraints, has low vacancy levels and benefits from a sustainable location close to both the strategic road network and labour and services within Ashington.

## West Service Area

Table 4.3 Qualitative Assessment of Committed Employment Sites in the West Service Area

Site No	Site Name	Site Status*	Vacancy Rate of existing floorspace	Net Developable Area (ha)	Area av. for expansion (ha)	Role of the Site	Score (out of 35)	Quality
<b>Allendale</b>								
E01	Allendale - Catton	Allocated	0.0%	0.55	0	Rural service site	14	Lower
E05	Haydon Bridge	Existing	0.0%	0	0	Rural service site	16	Lower
E21	Catton - Riddleys Yard	Allocated	8.3%	0.585	0	Workshop starter units	13	Lower
E25	Haydon Bridge - North of Station Road	Allocated	0.0%	0.936	0	B Class uses serving a local market	19	Average
	<b>Total</b>	<b>4 Sites</b>		<b>2.071</b>	<b>0</b>			
<b>East Tynedale</b>								
E08	Egger	Committed	0.0%	0	8.81	Single user specialist site	22	Average
E09	Hexham - Bridge End	Allocated	0.7%	1.27	0	General B Class uses	24	Higher
E10	Hexham - Tyne Mills	Existing	0.0%	0	0	Mixed use employment area	26	Higher
E16	Corbridge	Existing	28.7%	0	0	Mixed use employment area	20	Average



E27	Stocksfield - adjacent to Station	Allocated	0.0%	0.301	0	Vacant land with potential to accommodate light industrial units serving a local market	18	Average
E29	Stocksfield Hall Units	Existing	1.4%	0	0	Business Park	22	Average
E30	Bywell - Home Farm	Existing	0.0%	0	0	Rural service site	18	Average
E32	Newlands - Marley Tile Co.	Existing	100.0%	0	0	General B-Class Employment uses serving a local market	18	Average
	<b>Total</b>	<b>8 Sites</b>		<b>1.571</b>	<b>8.81</b>			
<b>Haltwhistle &amp; West Tyne</b>								
E03	Haltwhistle - Hadrian	Allocated	16.2%	1.635	3.2	General Industrial Estate	22	Average
E04	Haltwhistle - West End	Expansion	6.6%	0	0.147	General Industrial Estate	22	Average
E11	Plenmeller	Existing	0.0%	0	0	Single user industrial site	18	Average
E22	Haltwhistle - West of Park Road	Allocated	0.0%	4.876	0	Agricultural land intended for Industrial use	17	Lower
E23	Haltwhistle Station	Existing	16.9%	0	0	Rural service site	22	Average
	<b>Total</b>	<b>5 Sites</b>		<b>6.511</b>	<b>3.347</b>			
<b>Hexham &amp; Hexhamshire</b>								
E06	Hexham - Haugh Lane	Allocated	3.3%	0.103	0	Mixed use employment area	23	Average
E07	Hexham - Burn Lane	Existing	0.9%	0	0	Mixed use employment area	19	Average
E15	Acomb	Allocated	8.4%	0.068	0.283	Mixed use incl. industrial starter units for local businesses	18	Average
E20	Hexham - Former Bunker	Allocated	0.0%	1.393	0	Mixed use including retail, offices, and light industry	23	Average
E31	Ocrelands Farms	Existing	0.0%	0	0	Small Business units	16	Lower
E33	Acomb Harford Haulage	Existing	0.0%	0	0	B8 Storage and Distribution for a localised market	15	Lower
E34	Riding Mill - Wentworth Garage	Existing	0.0%	0	0	Care Home	16	Lower
E35	Hexham - The Goods Yard	Expansion Land	0.0%	0	3.695	General Industrial Estate	22	Average
	<b>Total</b>	<b>8 Sites</b>		<b>1.564</b>	<b>3.978</b>			
<b>Mid Tyne</b>								



E13	Fourstones - Papermill	Existing	0.0%	0	0	Single user specialist site	13	Lower
E14	Fourstones - Limeworks	Existing	0.0%	0	0	Specialist B1c/B2 Industrial use	10	Lower
E18	Colwell	Existing	100.0%	0	0	Agricultural	14	Lower
E26	Wark - Sawmill	Existing	0.0%	0	0	Specialised B2 industrial	14	Lower
	<b>Total</b>	<b>4 Sites</b>		<b>0</b>	<b>0</b>			
<b>North Tyne &amp; Redesdale</b>								
E02	Bellingham - Foundary Road	Allocated	19.5%	0.37	0	Mixed use including B	11	Lower
E24	Bellingham - South of Demense Farm	Allocated	N/A	0.157	0	Light industrial units serving a local market	12	Lower
	<b>Total</b>	<b>2 Sites</b>		<b>0.527</b>	<b>0</b>			
<b>Ponteland</b>								
D05	Meadowfield	Existing	1.6%	0	0	General Industrial Estate	26	Higher
D09	Berwick Hill - West End Farm	Existing	0.0%	0	0	Retail / Agricultural uses	14	Lower
D22	Newcastle Airport	Expansion Land	0.0%	0	25.578	Car Parking to serve Newcastle Airport	22	Average
	<b>Total</b>	<b>3 Sites</b>		<b>0</b>	<b>25.578</b>			
<b>Prudhoe</b>								
E12	Low Prudhoe	Allocated	1.8%	6.037	0.768	General Industrial Estate	21	Average
E17	Eltringham	Expansion Land	0.0%	0	2.152	Specialised B2 industrial	18	Average
E28	Mickley - Tyne Valley Garden Centre	Existing	0.0%	0	0	Garden Centre	17	Lower
	<b>Total</b>	<b>3 Sites</b>		<b>6.037</b>	<b>2.92</b>			
	<b>TOTAL For West Service Area</b>	<b>37 sites</b>		<b>18.281</b>	<b>44.633</b>			

\*Note: some sites on the list are not allocations as such but are existing developed sites in the Green Belt where continued employment uses will be favoured within very tight constraints (under saved Policy NE13 of the Tynedale Local Plan).

## Allendale

4.38

Allendale comprises a highly rural area of the Tyne Valley that encompasses the settlement of Haydon Bridge. In total, four committed sites in the area were appraised, comprising just over four hectares of employment land. In general, the sites scored relatively poorly, in part due to their remote location and restricted user demand (although in general they fill a local need for low cost business units). In particular:



- Within Catton is **Ridleys Yard** (E21) (0.6ha). The site contains starter units for small businesses such as *Stars Arts Centre* and offices for *Steve Purteus Chartered Surveyors*. The units are modern and well kept. Despite the remote and unsustainable nature of the site, this is an attractive employment site which would remain popular for local businesses.
- **North of Station Road, Haydon Bridge** (E25) (0.9ha) consists of three separate yards and allotment gardens to the west. Each yard contains a warehouse or shed of poor quality for storage purposes and one yard is used for coach storage by *Centurion Tours*. The majority of the site would be suitable for re-development should demand arise, not including the existing allotments.

### East Tynedale

4.39

East Tynedale comprises the area between Hexham and Prudhoe and contains a number of important local employment sites including Egger and sites at Stocksbridge and Corbridge. In total, 8 sites were appraised in the area, which generally rated as being of average/higher quality. Of particular note are the following sites:

- The largest of the sites is **Egger** (E8), which abuts the A69 via the Bridge End Industrial Estate (E9). The site is in good condition and is used solely by *Egger (UK) Ltd* for general industry and distribution purposes. However, the site falls within Flood Zone 3 and is subject to a HSE exclusion zone. Additionally, as traffic has to pass through the Bridge End Industrial Estate in order to gain access to Egger it often results in congestion. It includes approx. 8ha of vacant land that was safeguarded for future release in the Development Plan, but which has since received planning permission in 2009 for a 6.8ha chipboard processing facility. This has not been implemented yet, but it is understood that Egger will take this up.
- Accessed immediately off the A69, **Bridge End Industrial Estate** (E9) (1.27ha) is a mixed use site which currently consists of offices, starter units, warehousing and distribution, general industry and a waste transfer station. The site is a mix of new and old and therefore the condition of buildings within the site varies from average to good depending upon their age. Existing vacancy levels stand at approximately 20%; however, this is mainly due to the newly constructed office development at Beaufront Park. On the whole this site is regarded as an important, and well established employment site.
- The only site in **Corbridge** (E16) is located to the south of the village adjacent to the railway station. This mixed used site contains uses such as offices for *Wind Direct Ltd*, *Little Tinklers* Nursery and retail uses. As there is a mix of uses, buildings range from good to average quality depending upon the age of the property. There is very little land available for future development and vacancy levels stand at around 29%. On the whole, this site is attractive for small, local, businesses with the potential to intensify the amount of office space within the small amount of land available.
- In between Corbridge and Prudhoe, **Stocksfield Hall Business Units** (E29)



represents a good quality, modern office development within the countryside for companies such as *SCM Pharma* and *12i Consultants Ltd.* There is no land on site available for further development, and few vacant units.

- The southernmost site within Tynedale is at **Newlands, the Marley Tile Co.** (E32). This site is completely vacant and was formerly used as a Tile Works. The buildings on site are of poor quality and would likely need to be removed, following which, it is envisaged that the whole site would be available for development. However, as the site is currently located within the Green Belt, there would be substantial policy restraints relating to the sites comprehensive redevelopment, restricting development to the footprint of the existing buildings unless it is deemed a suitable development worthy of justifying an exceptional departure from the Green Belt policy designation. Much of the site comprises the former clay extraction area, which almost certainly could not be developed. Further remediation may also be required.

### **Haltwhistle and West Tyne**

4.40

Haltwhistle, as the westernmost settlement within the authority, is remote from other major towns and the Tyne and Wear conurbation, and the sites appraised generally scored average-poor in the qualitative assessment. The majority of Haltwhistle's employment sites are situated close to the railway line. Of particular note:

- The largest existing employment site is **Hadrian Industrial Estate** (E3) (1.6ha) to the immediate north of the A69 and situated to both the north and south of the railway line. This large site consists of a mixture of average and poor quality industrial and warehousing and distribution units and a sizeable amount is also used for outdoor storage. Sections of the older industrial units have become home to smaller businesses seeking cheap rents. Vacancy levels stand at approximately 15% within the site with around 30% to 40% of the site remaining undeveloped.
- **West End Industrial Estate** (E04) is located on the south western outskirts of Haltwhistle, to the north of the A69 and south of the railway line. The estate is currently used for general and light industry, storage and distribution and sui generis uses such as a coach depot. Companies such as *Agma* and *Phillips Dutchwest* are located on site with smaller businesses making use of starter units. However, vacancy levels stand at approximately 7% due to a large number of the starter units remaining vacant; approximately 25% is suitable for re-development. This is an established employment site of average quality which is in active use by a range of local, national and multinational firms with demand being weakest for starter units.
- Land to the **West of Park Road** (E22) (4.9 ha) is currently used for grazing. The site undulates from north to south, it is relatively inaccessible, and pylons located within the site provide further constraints.



## Hexham and Hexhamshire

4.41

The majority of the sites within this settlement are situated to the north of Hexham Town Centre, both the north and south of the Tyne. The sites tend to benefit from good access to the A69, residential areas and services but suffer from a variety of constraints including localised congestion, the river, heritage issues, topography and the Green Belt designation. Consequently, although eight sites are located in the town, very little land is readily available – just 1.6ha, plus a further 4ha of expansion land. The following site examples illustrate the extent to which employment land is constrained in the area:

- **Haugh Lane Industrial Estate** (E6) (0.1ha) is located to the immediate north of Hexham Town Centre and is a mixed use site consisting of two supermarkets, offices, warehousing and distribution, mechanics such as *Kwik Fit* and starter units for businesses such as *Hexham Studios*. Vacancy levels are currently very low with the most significant vacancy consisting of a large retail unit adjacent to *Tesco*. There is also very little room for further development on the site with only one plot of land for sale.
- The **Former Bunker** (E20) (1.4ha) is located to the north of Hexham town centre to the north east of Haugh Lane (E6). This pdl site is vacant and contains some plantation woodland, however, much of the site has become neglected and overgrown. The site benefits from being located within a wider employment area with good pedestrian access to the town centre and good vehicular access to the A69. However, the site is in the ownership of a retailer who is highly unlikely to release the land for employment for the foreseeable future, hence the site is not considered to be available for employment use at this time. It may be necessary for the site to be brought forward for a mix of uses to facilitate B-Class uses at this location.
- To the south east of Corbridge at Riding Mill, **Wentworth Grange** (E34) (0ha available) is currently in use as a care home. This large pre-war house remains in good condition and due to the steep and wooded nature of the site, there is no further space for development. The site's only access is an extremely narrow single lane road and also falls within the Green Belt. Although this site has physical constraints and is reliant upon the private car in order to access larger settlements it is recognised that this site is currently in an established use as a care home.
- **The Goods Yard** (E35) (3.7ha under option) is located to the north east of Hexham town centre. The site is mainly used for warehousing and distribution by firms such as *Hadrian Farm Supplies* and *Matthew Charlton* and Sui Generis uses such as *Benfield Motors*. The site consists of good quality pre war buildings adjacent to the station with average quality units elsewhere. Much of the site is used for outdoor storage; however, fly tipping has become a serious issue towards the south east of the site. It is constrained by congested local roads, heritage, archaeological and flooding issues. The site is also owned by Network Rail, whose representatives, Rokeby Developments, have a retail option for the site which negates the sale of land for other uses. It may therefore be necessary for the site to be brought forward for a mix of uses to facilitate B-



Class uses at this location.

### Mid Tyne

4.42

This Service Area Locality comprises a highly rural area north of Hadrian's Wall, including the small villages of Wall, Colwell, Chollerton and Wark. Four existing sites were appraised in this area, although no land is available for future employment land needs. Due to the remoteness of many of the sites and the generally highly specialised nature of the activities thereon, the sites tended to score relatively poorly in the analysis. For example:

- **Fourstones Papermill** (E13) remains in active use as a paper mill. The Mill dates back to before the Second World War and as such the buildings are of average quality. There are no vacancies within the site and there is no room for further expansion. Although the site is remote from nearby labour and services, this is a historic and established employment site within the local area.
- **Colwell** (E18) is a small site currently home to vacant agricultural buildings approximately 10km from the nearest key strategic junction on the A68 and accessed via narrow country roads with blind summits. This is a small, uneven site in an unsustainable location which also has pylons bisecting the site.

### North Tyne & Redesdale

4.43

This area forms the western most part of the County and is highly rural and remote from the major settlements. Whilst the area contains a number of tourist attractions, containing much of the National Park and Kielder Water and Forest Park, as a B-class employment destination its offer is almost entirely to serve the local indigenous market. The two sites appraised are located in the settlement of Bellingham and scored poorly due to their remoteness, vacancy levels and constraints. In particular, **South of Demesne Farm, Bellingham** (E24) (0.16ha) comprises a small site consisting of unused and unmaintained pdl, part of which is used for informal storage. 70% of the site falls within Flood Zone 2 which would restrict future development of the site. The size and remoteness of this site suggests that this site is a less popular and less sustainable destination for employment uses in the future; however, it presents an opportunity to regenerate a poorly managed area within Bellingham should the demand arise.

### Ponteland

4.44

Ponteland and the area immediately surrounding it along the Newcastle City boundary, has virtually no available employment space. Given its close proximity and high quality road access to Newcastle it effectively functions as part of the regional capital. This is particularly so in residential terms but also, potentially, in economic terms. There is only one employment site located within Ponteland itself, at **Meadowfield** (D5). This industrial estate contains a mix of uses including general industrial uses offices and healthcare uses. The



premises are in average condition with very low vacancy levels and very little additional land available for development. As the site is located amongst residential properties within Ponteland it would be difficult for Meadowfield to expand.

4.45 As regards the other two sites assessed:

- To the north west of Ponteland, **West End Farm, Berwick Hill** (D9) consists of a mix of retail units converted from agricultural units such as *The Fireplace* and agricultural uses. It is unlikely that this site would be attractive to B-class employment users should it become available.
- Located the immediate north of the conurbation at **Newcastle Airport** (D22) (25.6ha expansion land) an employment allocation is currently in use for car parking, whilst the remainder of the site consists of greenfield land currently in agricultural use. The site is held for expansion land to the immediate north of the airport is likely to restrict any development to B-class employment uses, and it is understood that the airport intends to use this area for additional car parking in future.

### **Prudhoe**

4.46 As with Ponteland, the town of Prudhoe has very limited available employment land despite its proximity to the Tyne and Wear conurbation; a successful local industrial estate and relatively high levels of market demand. This is at least in part due to the constraints on land availability in the area, due to the proximity of the River Tyne, railway, topography and Green Belt designation. Like Ponteland it functions as part of the Tyneside conurbation as much as part of Northumberland.

4.47 The key industrial site in the area is located at **Low Prudhoe** (E12) (51.2ha gross, 6ha net). This site includes the whole employment area within the Tyne valley to the north of Prudhoe Town Centre. This site includes uses such as starter units, offices and warehousing for companies such as *Plumb Centre*. However, the majority of the site is used for manufacturing by firms such as SCA and *Salem Tubing*. As the age of the buildings on site varies, there is a mix of average and good employment units with vacancy levels standing at approximately 10%. Of the 6ha remaining on the estate, it is understood that two plots have firm interest to be taken up in the near future, whilst a 2ha site in the southern section of the estate requires significant remediation works which are likely to be sufficiently expensive to render the land undevelopable for most uses. This is an established and important employment site within Prudhoe, an area of high demand for similar development, with very little developable land likely to remain in the near future once the undevelopable land is excluded from the overall figure.

4.48 As regards the two other sites appraised, within the Prudhoe settlement boundary at **Eltringham** (E17) *Hammerite Ltd* currently operates a factory producing metallic paint. The factory is modern and in good condition. To the west of Prudhoe at **Mickley, the Tyne Valley Garden Centre** (E28) is a site



currently in use as a garden centre. The building associated with the garden centre is ageing and in poor condition and there is little or no room for further development.

- 4.49 In addition, the Prudhoe Hospital site is designated for mixed use in the Tynedale Local Plan (saved policy NE10) and a notional 7ha of land on this site was subsequently factored into the Tynedale Core Strategy allocation. The site, located within the Green Belt, is recognised as an important development site that could be developed as a strategic employment site for companies requiring industrial sites in non-estate locations (for example corporate office headquarters or business accommodation or class B1 or hi-tech development); or a mixed use development that could include an element of offices, light industry (Use Class B1) or a science park.

## Conclusions

- 4.50 The study assessed 125 existing and committed employment sites in the three Service Areas within Northumberland, which together account for slightly over 350ha of nominally available land and a further 325ha of potential expansion land. In general, the quality and spatial distribution of the sites was found to be highly variable, although it is estimated that around 160ha of land rated as being high quality, and 75ha lower quality:

- The **North Key Service Area** had 48 sites, comprising some 108ha of available employment land, with a reasonable spread of good quality sites across the area in towns such as Alnwick and Berwick, and clear deliverability issues for sites in and around Morpeth in particular;
- The **South East Key Service Area**, based largely around the former industrialised areas of Wansbeck and Blyth Valley, has a considerable legacy of industrial land and Port-related uses, hence this area has the bulk of the County's forward supply – some 227ha, including the County's only Strategic Site at West Hartford. In general, the sites scored highly in this area, particularly in and around Cramlington, due to sites' policy compliance, accessibility and reasonable levels of demand, although the increased costs involved in bringing forward many of these sites is likely to impact significantly upon the deliverability of the portfolio;
- The **West Service Area** had just 37 sites totalling just over 18ha, reflecting the considerable under supply of land in most of the larger towns in this area, notably Hexham, Ponteland and Prudhoe. Much of the land that is notionally available in this area is heavily constrained, with the owners often pursuing alternative, higher value uses for the site.

- 4.51 It is important to note that when considering which, if any, sites to re-allocate for non-employment uses, some sites can perform poorly against the criteria used in this study because of low profile, poor appearance of units or isolation from strategic roads, which are not necessarily important for all firms, and does not mean that such sites are not meeting some local needs. This is a particularly important point for sites in the more remote rural areas of Northumberland, which perform important local roles and cannot necessarily be



compared on a 'like-for-like' basis with other sites in South East Northumberland, for example. Sites that meet specific economic needs or are well occupied would be strong candidates to be retained. Only when a site has a combination of serious adverse environmental impacts from its operation, is inherently unlikely to be able to perform an employment role or attract new employment development in future or has high and/or long term vacancy, should release to non-employment uses be considered.

4.52

On the basis of the above review, most of the sites offer reasonable provision for continuing employment generating uses in the short to medium term, and hence do not offer many opportunities for alternative forms of development. There are several notable exceptions, however, and clearly the level of employment land that is actually available to the market is well below the 350ha figure described above. Furthermore, it is difficult to see that many of the poorer quality, smaller, sites which proliferate in the more remote areas of Northumberland, will be redeveloped or upgraded to provide more modern employment premises. This is partly because sites under 1 ha are often more difficult to support viable development schemes and partly because of pressures for higher value uses that could deter new investment. Over time, many are likely to become less viable as employment premises unless some form of intervention is undertaken or strong encouragement given to providing more modern space.

**Implications for the Study**

- a Of the 125 existing or committed employment sites appraised, potentially 350ha could be available for employment use, with a further 325ha of expansion land.
- b Around 160ha of employment land was rated as being of higher quality, with around 75ha being of poorer quality.
- c The best quality sites tended to be concentrated in South East Northumberland, with the lower quality, constrained sites affecting the deliverability of economic objectives in West Northumberland.
- d There appears to be a particular under supply of unconstrained, available, employment sites in Hexham, Ponteland, Prudhoe and Morpeth.
- e Many small scattered sites appear unlikely to be redeveloped or upgraded for employment uses.



## 5.0 Economic Drivers and Non-B Class Sectors

- 5.1 This section considers the future economic growth potential of Northumberland and the likely impact of a variety of economic drivers. The scope for various economic sectors to grow in the period up to 2030 are assessed, grouped into those sectors which typically generate demand for B-class premises (i.e. offices, industry and warehousing), and other employment-generating uses which occupy non-B class premises.
- 5.2 It is important to recognise that the job and space requirements of non-B sectors are usually estimated and planned for quite differently from the B class uses. For example, schools are planned for based on demographic forecasts and capacity in existing provision; a new hospital or university is likely to have a quite specific operational land requirements not directly related to job numbers. Many retail or leisure uses will locate within mixed use schemes or in locations of the operator's choice rather than on specified allocated sites.
- 5.3 The analysis presented here draws upon the findings of the County's economic strengths, weaknesses and opportunities identified earlier in this report, recent economic and investment trends within it and the region, discussions with consultees and relevant economic and planning policies. It also takes account of aims contained in the Northumberland Economic Strategy<sup>16</sup>. The findings of this analysis input to Section 6.0 which assesses the requirements for B-class space (in terms of the sectors that will drive demand for office/industrial space).

### Economic Potential and Drivers

- 5.4 Consideration of the future economic role of the County draws on the earlier analysis of its current strengths and limitations. Northumberland's competitive advantages and opportunities that could help shape its future economic role were seen as:
- Attractive market towns, rural areas and landscapes with quality of life advantages which could attract additional businesses and tourists;
  - Strong recent growth in the business base and a high proportion of small firms;
  - Generally low levels of unemployment (in the North and West but not in the South East);
  - Strong recent growth in knowledge-based activity (albeit from a low base);
  - NAREC offers the potential to drive growth in renewable energy and related sectors;
  - Low land and labour costs offer scope to develop the County's offer as a lower-priced alternative to Tyneside;

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<sup>16</sup> Northumberland Economic Strategy 2010-15 (August 2010)



- The natural and historic landscape value of the County and the benefits for attracting growth in tourism; and
- The pharmaceutical cluster (firms in the North East provide 35% of the UK's GDP in pharmaceutical manufacturing, Northumberland accounting for the majority<sup>17</sup>) and the potential for growth through cluster connectivity.

5.5 Weaknesses and potential threats include:

- Low representation and modest growth in office-based sectors;
- Small proportion of knowledge-based businesses at present;
- Low growth in employee jobs during a period of strong economic performance nationally;
- High levels of deprivation in the South East;
- Poor accessibility in parts of the North and West, giving rise to isolated rural communities and dispersed deprivation;
- Current lack of high-speed broadband access;
- Low level of workplace-based earnings;
- Competition for inward and domestic investment from nearby economic centres such as Tyneside;
- The high proportion of public sector employment (especially in the North) could leave the County vulnerable to Government spending cuts; and
- The South East's strength in manufacturing could be threatened in future by ongoing off-shoring, capital substitution of labour and the impact of the recession.

5.6 A key economic driver for many sectors will be the level of expected population growth. This can be derived either from the anticipated level of housing growth expected in the County or from the most recent ONS 2008-based sub-national population projections (Table 5.1), which are trend-based and do not take into account the projected level of housing growth. These indicate that there is likely to be a significant decline by approximately 8%) in the working-age population of the County, which could result in negative implications for Northumberland as a business location, albeit that this decline may be tempered by pension-age reform.

5.7 Over the period 2011-2021 the Regional Spatial Strategy (RSS) for the North East required some 1,745 homes (net) to be delivered in the County. Assuming an average of 2.4 people per household, and no change in existing household size, this would indicate a population increase of around 4,190, albeit only over a 10-year period. However, the RSS has been revoked by the coalition government and the housebuilding target could therefore be revised. The Coalition's "localism" agenda offers a real opportunity to increase housebuilding and population growth, capitalising upon the attractiveness of the County to live and work.

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<sup>17</sup> NCC: LEA - Northumberland's Economy (2009)



Table 5.1 ONS 2008-based population forecasts for Northumberland

	2010	2030	2010-30 Change	% change
Population	312,200	335,400	+ 23,200	+ 7%
Working-age population *	183,700	168,400	- 15,300	- 8%
Older population **	75,200	113,200	+ 38,000	+ 51%

Note: \* men aged 16-64, women aged 16-59; \*\* categorised by the ONS as women aged 60 + and men aged 65 +

- 5.8 Aside from population and housing, there are other key drivers which are likely to impact on the County's economy and its need for workspace. In 2009 Futurist produced the Northumberland Drivers Report: Northumberland in 2020. The goal of the project was to use key stakeholders and desk based research to prioritise key drivers of change which would ultimately determine the future direction of the County. Of the 13 drivers identified, the significance of the globalisation driver is identified in the report as standing out most. In addition to globalisation, a number of the key driver linkages and interventions revolve around the development of the business base. The report notes that the local business stock will play a vital role in determining the future direction of the Northumberland economy. *'Given their importance it is inevitable that they should play a major role in determining long term policy in Northumberland. By encouraging business to take a long term view of the economy's development policy makers will be able to generate vivid views of the future based on the views and experiences of the companies, this can help to inform interventions and ensure that the level of risk associated with an action is minimised.'*
- 5.9 The report concludes that Northumberland appears best positioned to develop a presence in the environmental products and services sector. This assumption is based on the County's competencies in specialist engineering and its access to infrastructure and resources required to support such a sector.
- 5.10 Perhaps most importantly, broadband internet access is gradually becoming available throughout the County, and this will create new opportunities for businesses in the region. Broadband technology brings with it the opportunity to work remotely in many sectors so that employers don't necessarily have to attract workers to a specific location. This could make Northumberland and other geographically remote locations more economically competitive by allowing a greater number of people who live in the relatively remote northern and western areas of the County to work remotely without commuting to a central destination.
- 5.11 It should be noted that a government study<sup>18</sup> which assessed next generation broadband access (NGA) risk in the UK (March 2010) concluded that whilst the

<sup>18</sup> HM Government (March 2010): An assessment and practical guidance on next generation access (NGA) risk in the UK



UK is very well served in terms of current generation broadband coverage, competition, take-up and price, there are specific challenges facing specific parts of the country in terms of NGA roll out in the years ahead. The report indicates that even under a scenario whereby 95% of the UK is covered with Next Generation Broadband in 2017, the bulk of Northumberland is still showing as being at significant risk of digital exclusion. Furthermore, there is also market failure on first generation broadband for most areas of Northumberland beyond the South East Service Area, with only a handful of exchanges having been invested in beyond initial enablement by BT. These issues could have significant impact on the demand for workspace in the County over the years ahead, particularly in the more remote rural areas. This increases the importance of focussing growth policies on areas with the greatest prospects of guaranteeing next-generation internet access.

## **Future Potential**

- 5.12 In order to identify the economic potential of Northumberland, it is important to consider which employment sectors are best placed to drive future growth. This is informed by an understanding of which sectors are under or over-represented in terms of local employment and their recent growth performance.
- 5.13 The graph below assesses the County's current sectoral strengths through the use of location quotients, which measure the concentration of employment in an industry at the local authority level relative to the regional average. In the graph, which is based upon 2008 Annual Business Inquiry (ABI) data, the location quotients are shown using blue hatched bars. A value above 1.0 denotes a higher local representation of a sector compared to the North East average and anything below 1.0 signifies an under-representation. The further the blue hatched bar is from 1.0, the greater the extent of any over or under-representation. In addition, the orange bars show the absolute level of employment within Northumberland accounted for by each sector.
- 5.14 The graph indicates that Northumberland has a strong representation of employment in a number of more traditional industries including: wood & wood products; oil and gas extraction; food, drink & tobacco; agriculture, forestry and fishing; and textiles & clothing, many of which would appear to be linked the rural nature of the local economy. It should be noted, however, that these industries typically support relatively low numbers of employment in absolute terms.
- 5.15 A more detailed analysis of the data indicates that the County's strength in chemicals and chemical products is underpinned by the area's strength in pharmaceuticals. Indeed, the sector accounts for 1,023 jobs across Northumberland, representing 1.0% of all jobs in the area. In comparison, the sector accounts for just 0.3% regionally. The relative strength of the sector in Northumberland is demonstrated by a location quotient of 3.3. Facilitating the future growth of this cluster is a key challenge for economic development and planning professionals.



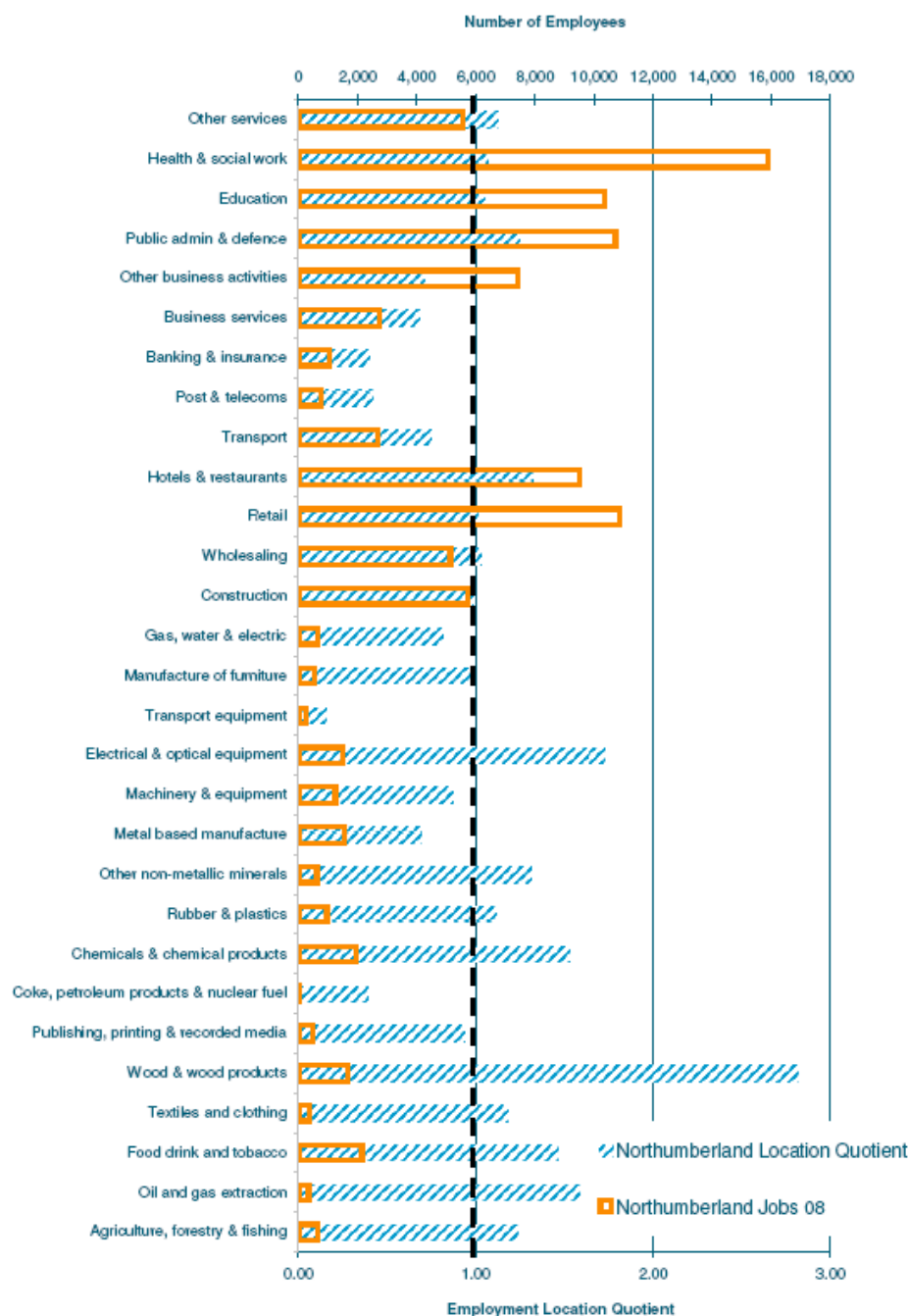


Figure 5.1 Northumberland Employment Location Quotient

Source: 2008 Annual Business Inquiry (ABI)<sup>19</sup>

5.16

The service sector supports the largest number of jobs in absolute terms. However, very few service-based industries appear to be strongly represented in the area and many of these appear to be driven by the public sector including: public administration & defence, education; and health & social work. One

<sup>19</sup> Note; the pharmaceutical industry is part of 'Chemicals and chemical process industry', based on the 2-digit SIC level.



obvious exception to this is the hotels & restaurants sector, which has a location quotient of 1.33 and clearly reflects the County's tourism strengths.

5.17

In addition, it is useful to examine the recent growth performance of these sectors within Northumberland and to understand how this compares with the regional average. Taken together with the location quotient analysis discussed above, this can give an indication of those sectors which have a competitive advantage in the County and may therefore drive future growth. Table 5.2 below divides detailed economic sectors according to whether their current representation and growth in the past decade (1998-2008) is above or below that of the North of England<sup>20</sup>. Those sectors at the top of the list in each quadrant are those which have recorded the highest nominal growth, whilst those with asterisks are those which have actually recorded a decline in jobs (e.g. a sector is categorised as 'high growth' even if it has recorded a decline in jobs, provided the rate of decline was less than that experienced regionally)<sup>21</sup>.

Table 5.2 Economic Sectors in Northumberland categorised by size and growth in employment

High Representation, High Growth	High Representation, Low Growth
Public Administration (+52% growth 98-08) Recreation, Culture & Sport (+52%) Manufacture of Machinery (+57%) Manufacture of Food & Beverages (+19%) Wood & Wood Products* (-0.3%) Medical, Precision & Optical Equipment (+58%) Sale & Repair of Motor Vehicles (+25%) Non-metallic mineral products (+164%) Paper Products* (-18%)	Hotels & Restaurants (+7%) Education (+8%) Chemicals & Chemical Products* (-46%) Health & Social Work (+2%) Construction* (-17%) Rubber & Plastic Products* (-40%) Other (mostly public) services (+11%) Electrical Machinery* (-42%)
Low Representation, High Growth	Low Representation, Low Growth
Wholesaling (+16%) Retail (+3%) Post & Telecoms (+15%) Transport Support Activities (+66%)	Publishing & Printing* (-28%) Banking and Insurance* (-25%) Real Estate Activities (+17%) Computers & Related Activities (+30%) Business Services (+19%) Land Transport* (-29%) Sewage & Refuse Disposal* (-33%) Manufacture of Furniture* (-36%) Manufacture of Metal Products* (-33%) Activities of membership organisations* (-48%)

Source: NLP/ABI Analysis (Note: Only contains sectors with at least 500 jobs in Northumberland )

5.18

This analysis can be interpreted as the County having some competitive advantage or attraction in these sectors in which it is currently strong. Northumberland's high representation and high growth sectors are

<sup>20</sup> Taken in this instance to the combined government office regions of the North East, North West and Yorkshire & Humber

<sup>21</sup> It should be noted that the sectors chosen here are those which are easily defined in the Annual Business Inquiry. This dataset does not allow the definition of some important cross-cutting economic sectors such as 'Low Carbon' industries and 'knowledge-intensive' activities.



predominantly public or 'third' sector services (e.g. public admin and sport/recreation) as well as a number of manufacturing sub-sectors including machinery, food/drink and wood/paper products.

- 5.19 However, most of the typically higher growth services sectors such as financial and business services, real estate and ICT have low representation and relatively low growth. It seems that whilst skilled workers in the growth sectors often live in Northumberland, there are currently insufficient opportunities for them to work here as well. Spatially, this means facilitating new sites close to the conurbation.

### **Northumberland Economic Strategy 2010-15**

- 5.20 Key objectives for economic development contained in this strategy include:
- a Develop an exemplary low carbon economy;
  - b Ensure that Northumberland is an excellent place to live, work and invest;
  - c Create and maintain a connected, sustainable, collaborative, efficient and integrated economy;
  - d Improve the long term competitiveness of the business base, across sectors, type and size, thereby enabling positive and flexible responses to current and future challenges;
  - e To take opportunities for sustainable low-carbon economic growth through sector-specific interventions which create growth and employment;
  - f Support residents through access to comprehensive employability support, enabling businesses to fully utilise the labour market;
  - g Ensure that residents and businesses have the high quality range and depth of skills needed to achieve economic and social well-being;
  - h Reduce poverty and increase equality of opportunity for residents to participate in the economy; and
  - i Achieve more enterprising individuals, businesses and communities than ever before.
- 5.21 The strategy identifies a number of business sectors which have potential for growth in Northumberland: particularly manufacturing of pharmaceuticals, food and drink, retail and tourism, which are existing strengths, and through emerging sectors identified through the Northumberland Economic Assessment – renewable energy, creative industries and health and life sciences.
- 5.22 Low carbon business activities/renewable energy sectors are also noted as having the possibility to contribute to both economic prosperity, as well as reducing emissions. The strategy believes that whilst there is intense competition within this key growth sector, Northumberland is well placed to attract growth, particularly because of the presence of NaREC (the national renewable energy centre) and the potential of land at Blyth to accommodate these uses.



## **B-class Sectors**

5.23 Building on this initial analysis of policy aspirations and past trends, this chapter examines the economic potential of a number of sectors, drawing on recent research on the key drivers of business location for such sectors and the factors that make a location attractive to them.<sup>22</sup> The sectors covered here are those which typically occupy B-class premises, and include:

- a Financial and business services;
- b Distribution;
- c Manufacturing;
- d ICT;
- e Environmental Technologies / Energy;
- f Healthcare Research / Biotechnology; and
- g Creative Industries / Media.

### **Financial and Business Services**

5.24 This is a very broad sector which includes a range of specialist financial, insurance and general business service activities such as accountancy, legal, engineering, architecture and consultancy. Business location decisions in this sector reflect factors such as access to markets/suppliers (particularly large cities), access to a skilled and diverse workforce, and high quality transport and telecommunications infrastructure. Quality of life factors, including good housing and cultural facilities are also important because of their importance in attracting highly-skilled workers.

5.25 Northumberland currently has generally below average representation in these sectors and has seen below-average growth (business services), or even decline (financial services) in recent years, albeit that the business services sector has added nearly 2,000 employees in the last decade. Northumberland's quality of life factors and attractive rural environment means that the County is appealing as a residential location to a range of highly-skilled workers. As a result, it could have potential to increase its rate of start-ups in these sectors as well as potentially to attract some small-scale relocations. However, the lack of large centres, a relatively long travel time to large conurbations, more established centres such as Newcastle and Edinburgh nearby, and lack of large established financial/business service firms in the area means that the overall growth rate is unlikely to be very high. The St Chad's job forecasts<sup>23</sup> predict that financial services will continue to contract (losing 180 jobs or 21% by 2030) whereas business services will continue to grow (adding 5,070 or 44%) over the period. Overall, a continued rate of moderate growth is expected, with business services growing and financial services contracting. It seems possible that for parts of the County with good

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<sup>22</sup> Spatial requirements of key sectors in the South East, Atkins for SEERA, 2004

<sup>23</sup> Central forecast, job headcount figures



road, metro and rail access there seems to be some potential to allocate more land to push forward this predicted rate of growth.

### **Distribution**

- 5.26 Northumberland is not regarded as a major distribution location and its various component sub-sectors (warehousing, storage and wholesaling) are all under-represented in the County. Key locational factors for distribution and logistics activities are the availability of warehousing, storage and distribution sites with access to the strategic road network and large centres of population, as well as an appropriately skilled workforce. Although a number of major roads pass through the County (e.g. the A1, A69) and there are potentially a number of large available sites close to these roads, the relative peripherality of the County and poor quality of these trunk routes do impact upon the County's attractiveness for these types of operations. These factors are likely to have been responsible for the below average growth in employment in this sector and warehousing floorspace in recent years.

### **Manufacturing**

- 5.27 This broad sector covers a wide range of activities ranging from craft and traditional industries through to advanced, knowledge-intensive operations. Key locational factors for the more traditional sub-sectors will remain access to a supply of affordable sites and premises, good transport accessibility (especially to internal markets or export nodes such as ports) and a skilled local labour force. Higher-value manufacturing and engineering uses relying on greater technology and skill inputs also require proximity to the strategic road network, but are likely to place higher importance on the availability of high quality business park environments and access to highly skilled staff.
- 5.28 In general, the sector generally faces competition from lower cost locations abroad, although this is less acute for operations with higher skill and technology inputs. Northumberland has a good base of manufacturing businesses and taken as a whole the sector has representation above the regional average (Location Quotient of 1.11). The presence of some specialist manufacturing firms results in strong representation in some key sub-sectors including beverages, pharmaceuticals, and wood and paper.
- 5.29 The importance of pharmaceuticals to the local economy means that this sector's prospects are particularly key to the future growth trajectory of manufacturing in the County. Recently there has been substantial growth in intermediate pharmaceutical operations (which refers to the type of production between the base substance and the final product) and the actual manufacture and packaging of pharmaceutical products. There is considered to be further growth potential for innovation, research and development and manufacture in the pharmaceutical sector as well as the bio-science sector, albeit that any employment growth may be off-set by declines elsewhere in the sub-sector. Meanwhile, local food & drink manufacture has the potential to grow in tandem with tourism as this is a sector of high visitor spending.



- 5.30 Future growth for all manufacturing sub-sectors will in part rely on encouraging more specialist, higher-value manufacturing or R&D activities that are potentially less sensitive to competition from elsewhere, although many other areas are already targeting these sectors and Northumberland has no particular advantages except for the presence of its existing firms and its relatively low land/labour costs. The existing business base could deliver some growth, although it will also depend on whether the County can deliver any high-quality business premises which is currently in short supply. The St Chad's central scenario job forecasts predicts an overall decline, based on large falls in process manufacturing (-1,230), food & drink (-300) and electrical (-380), albeit off-set by some growth in non-metallic mineral products (+510) and machinery (+370). If growth of this level in some sub-sectors were to occur, it is likely to primarily come from the growth of indigenous advanced manufacturing firms, possibly with some inward relocations although this would need to offset expected further job losses at process manufacturing firms. Overall, a low/medium rate of growth is expected for advanced manufacturing, but a low or negative rate for the low-technology end of the sector.
- 5.31 The South East of the County has a strong pedigree in lower-value manufacturing activity (textiles, consumer goods etc) although it has been hit hard by relocations to overseas. However, oil prices are set to increase dramatically over the next 20 years together with increasing wage inflation in China and India driven by spectacular GVA growth, which may indicate some modest return to indigenous lower value UK manufacturing (although it is recognised that the UK is still not able to compete in terms of production costs).

### **Information and Communications Technology (ICT)**

- 5.32 Northumberland currently has only very limited representation in this sector with just 0.7% of jobs against 1.3% in the wider North of England, although some 180 jobs have been added in the last decade. Key factors for ICT can include the area having a high quality of life, skilled worker availability, broadband connectivity, proximity to major conurbations (especially London), and often the image of the location. Northumberland does have some advantages in terms of quality of life factors in the rural areas, although in some areas, it does not have particularly good access to London or other major conurbations, has relatively poor broadband accessibility, and some urban areas do not benefit from a particularly good image. Overall, Northumberland does not appear to have any particular advantages relative to other locations and encouragement of new start-ups by developing business incubation facilities appears the most likely way to generate some indigenous growth of this sector. There is also significant potential for indigenous development of small businesses in the rural part of the County, possibly through the provision of live/work units or other high quality workspace. There is expected to be continued reasonable levels of growth in the sector at a national level but within Northumberland, low growth of this sector appears likely. Parts of the County have good road, rail



and air access and good broadband coverage. These locations could offer more potential.

### **Environmental Technologies / Energy**

- 5.33 This sector includes activities such as renewable energy technologies, recycling, water treatment, decontamination and other environmental consultancy. Key considerations in location decisions for this sector include proximity to renewable energy sources (e.g. wind farms) and transport nodes (e.g. docks), the availability of skilled labour resources, proximity to universities with relevant R&D facilities, access to customers/suppliers and available incubator/move-on facilities.
- 5.34 Northumberland currently has little employment in environmental/energy sectors. However, there are a number of factors which could change this. Foremost among these is the National Renewable Energy Centre (NaREC) at Blyth. This is designed to be a UK Centre of Excellence for Renewable Energy and is dedicated to the development, growth and commercialisation of new and renewable energy technologies. The centre is also explicitly aiming to developing closer working relations with local businesses through the NaREC innovation connector which includes business support for microrenewables and the community education connector which is currently being developed with the County Council.
- 5.35 The Blyth Estuary has been identified by a range of stakeholders as a potential location for manufacturing associated with the renewables sector (i.e. turbine production) given its proximity to NaRECs testing facilities, the trunk road network and crucially access to a deep water port (north and south side of the River Blyth). Blyth is also at an advantage in that it is well position to serve the major offshore wind farm locations (Dogger Bank)<sup>24</sup>. Further to this, the 'Blyth Renewables Partnership' has been established which is intended to be a vehicle for collaborative working to maximise renewables related investment in the Blyth Estuary, with NCC and the Port of Blyth as key partners and the production of an investment prospectus for the Cambois area its priority.
- 5.36 The Northumberland Economic Development Strategy notes the sector's potential, albeit it is one that many other UK areas are also targeting. However, the presence of NaREC means that there is expected to generate a genuine competitive advantage in this sector for the County, and there is anticipated to be demand both in relation to energy generation and the manufacture and maintenance of the infrastructure to do this. The impact that NAREC is already having on inward investment levels can be demonstrated by the establishment of the Clipper Wind office at the site.
- 5.37 Overall, high growth of this sector is anticipated, although the precise scale and timing of employment and premises growth remains highly uncertain.

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<sup>24</sup> As identified in Crown Estates 'Round 3 Programme' (2008)



**Medical Research / Biotechnology**

- 5.38 Access to relevant research and development is the primary driver, with many start-ups needing close university links, along with suitable graduate labour. Proximity to existing bioscience clusters can also be important, as well as good access to London and an attractive lifestyle location for skilled staff. Currently the County lacks its own medical research base, although Newcastle, Northumbria and Durham universities all have strong reputations for bioscience and lie within close proximity to the County. Northumberland's most significant firm operating in the medical research/bioscience sectors at present is the Covance (recently bought from Sanofi Aventis) dedicated medical research facility at Alnwick which employs approximately 170 people. Another firm operating in this sector is Prozomix in Haltwhistle, although it is relatively small and only employs 6 staff at present.
- 5.39 The sector could grow in the County through capturing and retaining spin-outs from these universities and building upon the success of existing companies. However, it is starting from a relatively low base and as a result, only low/moderate growth appears likely in these sectors.

**Creative Industries / Media**

- 5.40 This diverse sector includes activities such as publishing, graphics, software and web-design etc, which currently have generally below-average representation in Northumberland. The County has above-average representation in software publishing but this is an extremely small sector (20 jobs) and other sub-sectors have below-average representation (e.g. book publishing with just 280 jobs). Key locational factors for firms in this sector are similar to those for ICT and include access to broadband, areas with attractive lifestyle and sometimes the image of the location, while easy access to London or other large metropolitan centres with their large client base is also beneficial. Availability of skilled staff and affordable town centre premises with a good cultural image can also be important. A high proportion of freelance contractors typically work from home or within small offices, including in rural premises. Clearly, the County's poor broadband coverage in the more remote rural areas to the north and west is highly restrictive to the growth of such working practices.
- 5.41 Proximity to Newcastle may be an advantage for Northumberland in this sector and as with ICT there may be some potential in the rural area for start-ups and live/work units. However, the lack of accessibility of large parts of the County, poor broadband accessibility and absence of large centres of population is likely to limit the levels of growth that are possible. Overall, this appears a sector with low to moderate prospects for growth in the County and it mainly involves small firms meaning that its short/medium term space requirements are likely to be modest. Its growth could, however, help enhance the general image and perception of Northumberland as a business location.



## Non-B Class Sectors

- 5.42 As defined by PPS4, the Non B uses considered in this section are those which generate employment, wealth or economic activity; uses that do not provide significant employment are therefore not considered here.
- 5.43 Also, a detailed review of every individual non-B class employment-generating sector is not possible as data on the growth prospects and land needs of individual uses is not readily available or necessarily reliable. As a result, non-B class uses have been broadly grouped into the following categories for the purposes of this section:
- a construction;
  - b retail;
  - c tourism, hotels & catering;
  - d health & social care facilities;
  - e education;
  - f waste/recycling;
  - g public administration;
  - h sports facilities; and
  - i commercial leisure.
- 5.44 Overall, non-B class uses accounted for around 62% of all jobs in the County in 2008. The job growth and space requirements estimated for these sectors are based on a number of different factors and sources depending on the sector. These include employment forecasts by sector from St Chad's College Durham, specific Council studies relating to a particular sector, business listings, and discussions with relevant providers such as the Local Education Authority, Northumbria Healthcare NHS Foundation Trust and the County Council as waste authority.

## Construction

- 5.45 The construction sector generally does not follow specific locational criteria, with contractors and workforce tending to be fairly mobile, potentially setting up local offices for larger projects. Some construction firms/operations use B class premises such as offices and storage sites on industrial estates whilst others use non B-class land/premises in the form of depots and sui generis single-occupier construction sites.
- 5.46 Northumberland currently has slightly above average job representation in this sector, although the last decade has seen a decline of 1,150 jobs (-17%) against an increase in the north of England as a whole of 20%. The employment forecasts predict that this contraction will continue, with a fall of a further 80 jobs (1%) in the sector over the 2010-30 period under the central scenario.



- 5.47 The sector may benefit to some extent from major regeneration and construction projects in the Tyne & Wear conurbation, as well as local development projects. However, this sector has been significantly impacted by the national economic recession and it may take several years just to return to the levels of activity seen in the middle of the last decade, if indeed it ever does. Cuts in public sector expenditure, including the BSF programme and a subdued housing market will dampen future growth. In addition, construction jobs are often based at the site of new buildings/infrastructure and do not require permanent accommodation. As a result, the sector is unlikely to generate any significant overall job growth and its additional land requirements will be correspondingly low.

### **Retail**

- 5.48 Depending on the definition used, retail currently accounts for around 10,900 jobs in Northumberland. Although lacking a major retail centre, and with significant expenditure leakage to Newcastle, there are a number of modest centres with the largest being Ashington, Berwick-upon-Tweed, Hexham, Cramlington, Blyth and Morpeth<sup>25</sup>. Nonetheless, representation is only fractionally below the average for the North of England, and there has been an above average rate of growth in the past decade, albeit that this is only 3%. The St Chad's forecasts predict that retail and wholesale combined will grow by 3,040 jobs (19%) over the 2010-30 period under the central scenario.
- 5.49 A town centres study is currently underway for Northumberland and will give detailed recommendations on the amount of future spending and development capacity. Findings from a draft of this study include the following, taking into account existing planning commitments but not other proposals in the pipeline;
- a Scope for further convenience goods floorspace and capacity for additional comparison goods floorspace in Alnwick in the medium term;
  - b Qualitative scope for increased convenience offer within Ashington as well as a need (both quantitative and qualitative) for further comparison goods floorspace;
  - c Scope (particularly qualitative) for an additional main food store within Morpeth;
  - d Additional comparison good provision at Hexham in the longer term only but a qualitative improvement in the shorter term;
  - e Additional comparison goods floorspace by 2026 in Cramlington;
  - f Scope for further convenience goods floorspace by 2026 within Blyth although a significant new redevelopment is currently proposed that could account for much of this capacity;

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<sup>25</sup> Based on MHE 2008 Retail Shopping Index



- g Qualitative need to improve the convenience goods offer in Amble in order to address the deficiency in main food shopping provision although this may be met by a current proposal;
- h A notable increase in the comparison goods offer in Prudhoe that may be forthcoming if a proposal is granted permission; and
- i A very modest expansion of comparison good floorspace in Rothbury.

5.50 However, given that both the retail study is currently unfinished and in draft form, and that the Core Strategy is also at a very early stage of production, there is significant uncertainty which sites these requirements will be met on. Many of the requirements are unlikely to require new land as they will be accommodated through redevelopment of existing shopping areas, store extensions and other intensifications of existing sites. However, it is likely that where new supermarkets and increased bulky goods provision are required there will be some additional land needs. It is also possible that some existing or undeveloped employment sites could be sought to meet part of this supermarket/retail warehousing requirement. Of particular relevance is the outline permission for a supermarket adjacent to Morpeth Town Centre, which would involve the loss of some allocated employment land at site D03 (taking up plots 9, 10 and 11, plus adjacent land). Although unlikely to require much additional land, there is also an identified need for a better retail offer for visitors, specifically for distinctive gifts, souvenirs and other specialist stores, which may require additional accommodation in destination towns and close to tourist attractions.

5.51 Despite consumer spending likely to be constrained in the medium term as a result of government fiscal austerity measures, it appears likely that there will be modest growth of the retail sector in Northumberland. Even without significant growth in employment, there are likely to be some land requirements, albeit very difficult to quantify at this stage.

### **Tourism, Hotels and Catering**

5.52 Tourism and its related sectors are large employers in Northumberland, reflecting the County's status as a major tourism area including the Northumberland national park. Overall, tourism-related industries employ approximately 12,000 people, accounting for 11.6% of all jobs, compared with just 8.2% nationally. Its importance is indicated by these statistics:<sup>26</sup>

- a 1.72 million overnight visits, spending 6.56 million nights in the area;
- b 7.80 million day visitors;
- c total contribution of tourism to the Northumberland economy in 2008 was £650 million;
- d 2,218 jobs supported indirectly through tourist spending;

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<sup>26</sup> Northumberland Area Tourism Management Plan (ATMaP) 2010-2015



- 5.53 Within tourism there are a number of important sub-sectors, including 3,260 in accommodation (which has a location quotient of 2.4) and food and beverage service activities employ 6,240 (location quotient of 1.1).
- 5.54 Northumberland's key tourism assets are seen as its<sup>27</sup>:
- a **Coast & Countryside:** including Northumberland National Park, Northumberland Coast AONB, Kielder Water and Forest Park, North Pennines AONB, and the major river valleys of the North Tyne, South Tyne, Coquet, Aln and Tweed;
  - b **History and Heritage:** Hadrian's Wall, several castles, Berwick's Elizabethan Town Walls, Flodden Battlefield Gardens, the Alnwick Garden and other gardens including Cragside, Wallington and Belsay;
  - c **Outdoor activities:** including walking, cycling, fishing, golf and wildlife watching; and
  - d **Local culture:** agricultural shows, festivals, food fairs, historic and attractive market towns and villages.
- 5.55 Demand for this sector comes from both domestic/international tourism (hotels and restaurants) as well as the spending of local residents (mostly restaurants/bars). Future growth will therefore heavily depend on visitor numbers in the County and business activity.
- 5.56 The Northumberland Area Tourism Management Plan emphasizes that despite its already high level of importance, there is significant scope for growth in tourism in the County. In spite of recent improvements, one of the biggest problems is that the Northumberland visitor economy remains highly seasonal, with the summer period (July to September) accounting for over a third of all tourist days. Reducing this seasonality by boosting visitor numbers at other times of the year is therefore a key priority, with efforts being made to increase the quality and quantity of low-season activities, services and facilities. Efforts are also being made to better market the natural/heritage attractions of the County, including Hadrian's Wall, Lindisfarne, Kielder Water and Forest Park and the Cheviot Hills, which could lead to increased visitor numbers and trips. Kielder is seen as being a particularly important asset and the 'Kielder Big Picture Project' aims to increase visitor numbers and facilities in the area.
- 5.57 Although tourism is not directly estimated by the St Chad's job forecasts, the number of jobs in the 'hotels, restaurants and recreation' sector are expected to be one of the major drivers of job growth in the County. Over the period 2010-2030, these are expected to grow by 4,450 or 32% under the central scenario. Overall, high levels of job growth can be expected over the plan period.

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<sup>27</sup> *ibid*



- 5.58 The land needs associated with this growth are likely to be varied and are difficult to estimate. Of the sub-sectors included within this category, attractions and hotels are most likely to have significant new land needs, with most other bars and pubs occupying existing premises or mixed use, town centre schemes. In particular, the Economic Strategy recognises the perceived lack of larger capacity hotels.
- 5.59 Indeed, many new hotels and attractions are also likely to be conversions or extensions to existing buildings (both within town centres and rural areas), meaning that land allocations are unnecessary for these types of use. However, there are several sites where more comprehensive tourism development is proposed in the County, albeit that wider planning issues could alter or prevent development coming forward. These include;
- a Land adjacent to the A69 at Haltwhistle: The site was given outline planning permission in 2001 to develop the site for employment but is now proposed to be developed for tourism uses including petrol filling station, hotel, visitor centre and some small retail and B class uses in terms of small workspace/offices but these would be ancillary to the main tourism development of the site. The site remains a strategic priority for the Councils Tourism department and Northumberland Tourism;
  - b Various sites at Alnwick: Northumberland Estates have aspirations to develop a hotel, convention centre, coach centre and parking on land at Denwick Lane, Alnwick in order to better service the range of attractions in the town. Such proposals would be subject to wider planning issues and would require a rigorous market demand/viability assessment. Other sites have also been put forward for tourism uses in and around Alnwick; and
  - c NCC tourism and Northumberland Tourism view Kielder Water and Forest Park as a strategic priority, where tourism development could be encouraged.
- 5.60 Overall, tourism appears likely to generate a high level of job growth over the plan period, and will be possibly the key growth sector in the County. However, many new facilities are unlikely to have significant land needs as they will involve conversions/extensions of existing buildings and will potentially be located in town centres. Additionally, new tourist developments (including hotels) often have exacting site requirements which cannot be catered for by specific land designations, but instead demand assessment based on the merits of the proposal at that time of application, in accordance with criteria based policies. However, there are two areas in particular which have been proposed for more comprehensive tourism development at Haltwhistle and Alnwick which could have significant land requirements, including on land currently identified for employment use.

### **Health & Social Care Facilities**

- 5.61 Health & Social Care is one of the largest sectors in Northumberland, accounting for approximately 15,900 jobs (15% of the total), although it has



grown very slowly in the past decade (+2%) against a national trend of rapid growth (+28%). However, there is significant variation in representation between the component sub-sectors. Residential care is the largest of these in terms of employment, accounting for a very high 3.9% (4,080 jobs) of total employment in Northumberland, against 2.7% in the North of England as a whole. This reflects the popularity of Northumberland as a retirement location and the consequently high number of care homes in the County, estimated to be around 140.<sup>28</sup> The retirement-age population<sup>29</sup> is currently around 24% of Northumberland's population, and is forecast to rise to 34% by 2030, representing a net increase of 38,000 people<sup>30</sup>. If these forecasts are correct there is likely to be a significant increase in the need for care homes, albeit that this could be partly offset by programmes to improve the health of elderly residents and help them live independently for longer. Any growth could be achieved partly by expanding capacity on existing sites and also the conversion of existing hotels or large residential properties. However, given the scale of the elderly population increase, some new site provision appears to be likely, and some of this could seek employment land, particularly undeveloped allocations.

- 5.62 In terms of public sector health uses, hospitals are underrepresented (location quotient of 0.9) whereas there is over-representation in GPs/dentists (LQ of 1.4) and other human health activities (LQ of 1.7). This is despite the fact that there are two major hospitals in the County (Wansbeck and Hexham general hospitals) and 10 small-medium sized facilities (e.g. Alnwick Infirmary, Berwick Infirmary etc). The high representation in GPs/dentists is likely to be a reflection of the often dispersed rural population resulting in a high ratio of healthcare employees to population. Furthermore, non-residential social work is also strongly represented with 3.1% of employment against 2.8% in the North of England.
- 5.63 Following discussions with Northumbria Healthcare NHS Foundation Trust and their planning advisors, DTZ, it is understood that there are two major development opportunities likely to emerge in Northumberland over the medium term. The first, and most significant, is the planned Specialist Emergency Care Hospital, which is to be located to the south east of Cramlington. This new hospital will treat patients who need emergency care. It will save lives and improve recovery being among the first in the UK to have specialist A&E consultants working 24 hours a day, everyday and specialist doctors from all main condition areas present during the day and evening and on-call during the night. It will have an emergency care department (A&E), critical care unit, six wards and two assessment units, theatres, radiology facility, children's assessment area, consultant-led maternity unit and special care baby unit.

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<sup>28</sup> There are 142 care homes as listed on [carehome.co.uk](http://carehome.co.uk)

<sup>29</sup> Defined by the ONS as women aged 60 and over and men 65 and over

<sup>30</sup> ONS 2008-based sub-national population projections



- 5.64 In addition, the Trust are looking to rebuild Berwick Infirmary away from its existing constrained site, adjoining the Elizabethan Walls, to an alternative less sensitive site elsewhere in the Town. Whilst the future use of the existing site has yet to be confirmed, it is understood that this is likely to involve a substantial element of residential development, with an element of commercial use (which could potentially include office space).
- 5.65 The St Chad's forecasts predict that overall the health sector will lose 140 jobs in the 2010-2030 period (1%). In view of the overall public sector spending cuts currently proposed (albeit at present health is being protected from the worst of these), it is likely that the majority of this growth will come from private residential healthcare sectors in line with the County's ageing population and existing base in these type of activities. Growth of this type could be partly accommodated by expanding capacity on existing sites without necessarily a large land requirement. It appears unlikely that many care homes would seek to locate on established employment sites due to amenity considerations. However, portions of undeveloped sites could come under pressure for such uses. For the rest of the sector there are unlikely to be any significant land needs or growth in employment. Nevertheless, in planning for an increasingly elderly population, the LDF process will need to consider whether additional land needs to be allocated in the key settlements to help facilitate the development of this growth sector.

### **Education**

- 5.66 The education sector includes commercial nurseries, primary and secondary schools, further education colleges and universities and currently accounts for approximately 10,400 jobs, a similar level of representation to that in the region. However, this masks the fact that primary and secondary education is strongly represented, whilst higher education is significantly under represented. This reflects the absence of a large university in the County.
- 5.67 In terms of school sites, consultation with the Local Education Authority (LEA) has revealed that the County does not have significantly expanding school roles and therefore there are no underlying demographic drivers to justify the development of new school buildings. As a consequence, and given the capital investment restrictions now in place, the LEA will prioritise the refurbishment or replacement of existing buildings on the same site in the short to medium term.
- 5.68 The only exception to this is likely to be at Alnwick, where the Duchess High School in the town centre has long been recognised as being in need of replacement as it comprises a small, split site with outdated buildings. It is understood that The Northumberland Estates are seeking to replace this school with a new Academy at Greensfield, an 11ha greenfield site to the south-east of the settlement off Weavers Way. This land is in the ownership of the Duke of Northumberland and it is understood that lack of funding has prevented development of the site to date; however, it is expected that the land will remain the preferred location for the replacement of the High School. The



existing site is in the ownership of NCC and it is understood that higher value uses would be sought for the site (i.e. residential rather than office use) and hence it is unlikely to be able to contribute to the employment land portfolio.

- 5.69 Elsewhere in the County if the LDF were to plan for increased population growth then the educational implications of this would need to be considered.
- 5.70 The St Chad's job forecasts are predicting that this sector will lose approximately 250 jobs between 2010 and 2030, representing a decline of 2%. Given likely public spending cut backs this appears reasonable, although it should be noted that at present the education service is exempt from budget cuts identified by Northumberland County Council.

### **Waste and Recycling**

- 5.71 This sector includes waste management facilities and incorporates facilities for waste transfer, recycling, treatment and energy recovery. This sector currently accounts for around 280 jobs in Northumberland, and has a similar proportion of all jobs compared to the North of England average. However, as this sector comprises several component parts of different St Chad's sectors (i.e. both other manufacturing and other services), the forecasts do not give a specific indication of likely future growth.
- 5.72 Discussions with NCC indicate that there are unlikely to be any additional requirements for facilities to deal with municipal and household waste over the plan period as the facilities need to manage this waste stream until beyond the plan period have been constructed and are operational. Facilities include waste transfer facilities on employment sites at Alnwick, Berwick upon Tweed and Hexham, and an integrated recycling and transfer facility on an employment site at West Sleekburn. However, new or enhanced facilities to manage commercial and industrial waste may be required, although the scale and land requirements for these are currently very uncertain. Demand for such facilities will come in locations close to where the waste arises, (i.e. main population centres and commercial and industrial centres, and as a result, land in the south east of the County is where most pressure for such uses will occur, although there may be a need for smaller scale facilities arising across the County given its large geographic scale. Industrial land is the most likely location for such facilities and as a result some B-class land could be lost.
- 5.73 In overall terms, it appears that a low rate of jobs growth is likely. In terms of land needs, it seems reasonable to plan for some B-class land to be used for commercial and industrial waste uses over the plan period, although the land requirements to be planned for is currently unclear. As the Core Strategy is developed, the likely land requirements will become more precise.

### **Public Administration and Other Public Services**

- 5.74 This sector includes local and central government activities, along with social services, job centres, the police, courts, fire and other emergency services.



Although the vast majority of such activity occurs within buildings classified as use class B1, only a very small actually occurs in commercially available offices. It is only this generally-available and non-purpose built space which matters for estimating B-class future requirements and as a result the remainder (and vast majority) is considered here under non-B class uses.

- 5.75 With approximately 10,700 workers, this sector is currently strongly represented in Northumberland in job terms compared with regional averages, with a location quotient of 1.7. Furthermore, there has been rapid growth of around 3,700 jobs (52%) in the past decade, well above the regional growth rate of 14%. However, given planned Government public sector expenditure cuts, it appears unlikely that there will be any significant job growth in this sector in the short/medium term, and possibly some decline. Furthermore, the St Chad's jobs forecasts predict that there will be a decline of around 1,100 jobs (-11%) over the plan period. Overall, no job growth can be expected in this sector and no requirement for additional land, with the potential for some site and premises releases resulting from budget cuts and service rationalisation.

### **Sports Facilities**

- 5.76 Data from the Annual Business Inquiry (ABI) suggests indicates that approximately 1,750 people worked in 'Sports Activities' in the County in 2008. This equates to approximately 1.7% of the total number of jobs and is a higher proportion than that seen in the North of England as a whole (1.1%).
- 5.77 Jobs in these facilities fall within the very broad 'other services' sector in the St Chad's Forecasts (which forecast to decline by 860 jobs or 55% under the central scenario in the period 2010-2030) and is it therefore difficult to isolate growth estimate for this individual sub-sector. Furthermore, there is no indication of significant expansion or job growth planned for these facilities.
- 5.78 The main sports facilities within the County include:
- a Swan Leisure Centre, Berwick;
  - b Riverside Leisure Centre, Morpeth;
  - c Wentworth Leisure Centre, Hexham;
  - d Concordia Leisure Centre, Cramlington;
  - e Blyth Sports Centre;
  - f Willowburn Sports and Leisure Centre (Alnwick);
  - g Ashington Sports Centre;
  - h Ponteland Leisure Centre; and
  - i Haltwhistle Swimming and Leisure Centre.
- 5.79 Most sports centres are owned by local authorities, and capital available for investment in new facilities is likely to be constrained in coming years as a result of government spending cuts. There are no new facilities planned for



Northumberland at present, and this sub-sector is therefore not expected to see any future growth or land needs.

5.80 In terms of health clubs/gyms, there is modest representation across the County, although lacking representation from one of the leading operators. An increase in participation rates along with population growth could increase demand in future and there may, therefore, may be scope for further health and fitness provision in the future although national growth in this sector now appears to have levelled out with some facilities operating at less than capacity. The draft Northumberland retail study suggests that there is no clear evidence to suggest that there is an outstanding requirement for further indoor, sports or health and fitness activity facilities in the future. Any growth is therefore likely to be small and would require a relatively small amount of land (e.g. 0.1 ha in some cases). Although such facilities sometimes seek new sites on industrial estates, they can often utilise converted premises in centres or form parts of mixed use schemes, so that there is unlikely to be a need to allocated land for this purpose. A typical employment level for a health and fitness club is about 50 jobs, so that no large employment growth is likely from this sector.

5.81 Overall, levels of growth in sports facilities are expected to be low, and there are not expected to be any significant needs for new land.

### **Commercial Leisure**

5.82 This sector includes other forms of commercial leisure such as cinemas, theatres, bingo, bowling, and nightclubs. These uses cut across a number of Annual Business Inquiry (ABI) and St Chad's forecasts economic sectors which make it difficult to obtain exact current employment and future growth. However, based on consideration of some broader ABI sectors and the number of facilities present in the County, employment levels appear to be around the regional average or slightly below in some sub-sectors.

5.83 As noted in the draft Retail study, commercial leisure provision within Northumberland is relatively limited. Existing cinema provision includes the Forum Cinema in Hexham, Alnwick Playhouse and the Maltings Theatre & Arts Centre in Berwick-upon-Tweed. Given the limited cinema offer, local residents tend to travel to facilities outside Northumberland in order to partake in these activities.

5.84 In terms of other leisure facilities, Northumberland does contain a number of bingo facilities, including the Gala Bingo in Cramlington and Ashington together with more informal bingo in local social clubs and leisure centres. Northumberland also contains a range of local pubs and restaurants, which contribute to the evening economy of existing centres. The lack of major commercial facilities is reflective of the rural nature of much of the catchment, the limited population of most of the main centres and the strength and proximity of competing provision. However, Northumberland does contain a



number of cultural facilities, including small theatres and art galleries, such as the Phoenix Theatre in Blyth and the Queens Hall Arts Centre in Hexham.

- 5.85 In terms of future growth, the retail study has identified a clear need for additional cinema provision, with 6 additional screens being required. However, it seems unlikely that it would be commercially viable to provide these in one location, and are more likely to be small extensions to existing provision. Also, the smoking ban that came into force in July 2007 has affected bingo participation rates. Consequently, it is unclear whether there is commercial demand for additional facilities of this sort within Northumberland.
- 5.86 Overall, a low rate of growth seems likely in this sector, and there are unlikely to be any significant land requirements arising.

## Conclusions

- 5.87 Drawing on this review of potential growth sectors, it appears that Northumberland's future growth is likely to be characterised by a shift away from public sector activities into the private service sector, with employment in manufacturing remaining relatively constant (albeit characterised by movement into higher value sectors such as biotechnology and operations linked to renewable energy). The key growth sectors in terms of jobs are likely to be business services and tourism accompanied by some small scale growth in other service sectors although this will depend to a large extent on encouraging indigenous start-ups and providing some better quality premises in order to retain these firms and allow them to grow. The County is not seen as having a significant role as a location for strategic distribution operations with large units, but could focus more on smaller scale firms in this sector.
- 5.88 Table 5.3 summarises the economic growth potential of different economic sectors within Northumberland.
- 5.89 Overall it suggests that the B class sectors with the potential to experience high or transformational levels of growth are business services, advanced manufacturing (including the strong pharmaceuticals sector) and environmental technologies/energy. However, losses in other sectors such as financial services and process manufacturing mean that the potential for an overall economic 'step change' are relatively low. Amongst the non-B class sectors, tourism and its associated industries (e.g. restaurants, accommodation etc) stand out as the sector with the highest growth potential, driven by better marketing of the County's existing assets and upgraded facilities for visitors. Other sectors including construction, education, health and public administration are all expected to suffer from declines in employment levels to a lesser or greater extent. Overall, the employment forecasts suggest that there is unlikely to be much change in the employment levels of the Non B Uses over the plan period, but there could be significant growth in B class jobs.

Table 5.3 Growth prospects and land requirements for key sectors

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Sector	Current Representation	Future Growth	Job Forecast	Additional Floorspace Requirement	Likely to Require B class Land?
B Class Sectors					
Financial Services	Low	Low	- 225	See Chapter 7	
Business Services	Low	High	+ 3,830		
Distribution	Low	Low	n/a		
General/Process Manufacturing	High	Low	- 1,230		
Advanced Manufacturing <sup>31</sup>	High	High	+ 1,230		
ICT & Computers	Low	Low	n/a		
Environmental Technologies / Energy	Medium	High			
Medical Research / Biotechnology	Low/Medium	Low/Medium			
Creative Industries / Media	Low/Medium	Low/Medium			
Non-B Class Sectors					
Construction	Medium/High	Low	- 80	Negligible	Negligible
Retail	Medium	Medium	n/a	Yes, quantum unclear	Potentially
Tourism, Hotels & Catering	High	High	4,450	Potentially, at Alnwick & Haltwhistle and key road junctions	Potentially
Health & Social Care	Medium/High	Low	- 140	TBC	TBC
Education	Medium	Low	- 250	TBC	TBC
Waste / Recycling	Medium	Low	n/a	Some, quantum unclear	Yes
Public Administration	High	Low	- 1,120	None	No
Sports Facilities	Medium/High	Low	n/a	Negligible	No
Commercial Leisure	Medium/Low	Low		Negligible	No

Source: NLP Analysis / St Chad's Employment Forecasts

5.90

Against this background, it is possible to speculate that the potential future economic role for Northumberland may be rather different from its current one given that the overall modest level of jobs growth expected masks the very rapid growth of some sectors whilst others are likely to decline rapidly. Overall, this envisages Northumberland's economy broadly retaining its existing level of manufacturing industry but with a much greater emphasis on higher value and environmental goods, aided by NaREC. The various public sectors upon which the County is currently heavily dependant are likely to lose jobs in the medium term and as a result, it is important that the business services sector becomes more developed and broader based than at present. This would rely on encouraging local start-ups and expansion by small indigenous firms by providing a range of suitable, small, flexibly managed units. Over time, this could create some demand for slightly larger office units and develop the small office market further as well as helping to improve the image of the County. While a strategy to attract some business relocations from outside the County

<sup>31</sup> Note: the growth prospects and land requirements for the pharmaceuticals sector is included within Advanced Manufacturing



should be pursued, in particular by ensuring a better quality and choice of good employment sites is available, there should probably not be over-reliance on this given the competing effects of nearby centres and emphasis given to encouraging indigenous growth. Effort should also be given to realise the maximum economic benefits from the growing tourism and associated sectors.

- 5.91 Table 5.3 also considers land requirements for non-B class sectors, whilst the requirement for B class land is considered in the following chapter. In terms of future land needs for these sectors, the above analysis suggests that land requirements for most sectors are likely to be modest, partly because many will utilise land already held by the relevant provider or because the use can be incorporated within mixed use developments, often in town centres. In terms of requirements for facilities which have the potential to locate on B-class land, there could be a modest requirement for industrial waste uses, and potentially some requirements from new retail developments. Some of these requirements could make use of existing industrial land, particularly industrial waste facilities and retail warehousing.



## 6.0 Future B Class Employment Space Requirements

6.1 This section assesses the amounts of B class employment space likely to be needed in Northumberland up to 2030. The B class uses include the activities listed below:

<b>B1a</b>	<b>Offices</b> Commercial offices other than in a use with Class A2
<b>B1b</b>	<b>R&amp;D</b> Research and development - laboratories and studios
<b>B1c</b>	<b>Light Industry</b> Light industry (unless in B2)
<b>B2</b>	<b>General Industrial</b> General industry (unless in B1)
<b>B8</b>	<b>Storage or Distribution</b> Storage or distribution centres - wholesale warehouses, distribution centres and repositories

6.2 It is important to emphasise that the assessment of future needs in this Section does not take into account existing commitments and as such does not represent the amount of additional space required.

6.3 To estimate the broad scale and type of further employment land required, a number of different indicators and factors have been considered. The principal approaches most commonly used when assessing future employment land needs are based on:

- a Forecasts of employment growth in the main B class sectors;
- b Projecting forward past take-up trends of employment land, with adjustments (if necessary) to reflect changing economic conditions;
- c Considering population forecasts and future growth of local labour supply and the amount of jobs and employment space that this can support.

6.4 All these approaches have some limitations and need to be considered together along with other indicators to give a robust view of future employment space needs. In addition, the economic growth potential and likely demand for employment space in Northumberland needs to be assessed under a range of different future scenarios.

### Factors affecting Future Employment Space Needs

6.5 Given the differing pictures indicated by employment-based estimates and past-take-up trends, a range of other indicators have also been reviewed to inform a



judgement on 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.

- 6.6 **Trends in the national economy** will clearly be a significant factor affecting future demand for employment space. The UK is currently experiencing a major economic slowdown and financial credit shortage which culminated in a severe recession. Whilst the national economy has experienced consecutive periods of growth in 2010, and hence the recession is technically over, the economic recovery is very fragile and access to credit for businesses and householders alike remains a major issue. As yet, there is no agreement amongst economists as to how robust the recovery will be going into 2011 and whether the UK will experience a 'double-dip' recession, particularly given the coalition government's severe cuts to public services and the high levels of job losses forecast as a result in both the public and private sectors. While this study estimates employment space requirements over a 20 year period, over which short term fluctuations should even out, the past development rates assessed do not reflect this degree of slowdown and have been adjusted to reflect the future adverse outlook.
- 6.7 Levels of **new business start ups** provide an indication of the number of new firms starting-up or expanding in the County, and this will influence the amount and type of employment space required in future. Growth of VAT registered firms in Northumberland rose by 19% between 1997 and 2007, a rate broadly in line with the regional and national averages. This indicates that the County's economy benefits from a reasonable entrepreneurial culture and suggests that growth in demand for additional employment space as new firms start up and grow is important.
- 6.8 The need to **replace land or premises lost** (or released) to other uses to maintain the level of the current stock of employment space has been considered. Over the last five years, there has been an average annual loss of 13.828ha per annum of employment land to other uses. Much of this is in small sites and there is a need to ensure adequate space exists for relocation of displaced firms. Some replacement of space lost to housing or other uses may also be needed if the current level of stock is to be maintained, or if any further large sites are to be released to other uses, although use of net take-up rates would assume some losses anyway.
- 6.9 Looking at **commuting patterns**, the importance of Tyne and Wear as a source of employment opportunities is most keenly felt in the adjacent authorities, with 44,730 residents commuting beyond the County boundary for work; however, the inflow is estimated at just 16,280 resulting in a net outflow of 28,460 workers. There will therefore be a clear need to maintain the supply of good quality jobs available locally to reduce levels of out-commuting in future.
- 6.10 Other factors which could moderate future levels of employment space needed include the growing trend to **relocate certain business operations** to lower-cost



locations overseas, often referred to as “off-shoring”. The industries with the highest propensity for this have typically included communications, banking and finance, and some business services, in which Northumberland has a very modest representation. The County also has a lower representation of other important knowledge based industries. At the same time, industrial firms are tending to move manufacturing operations to lower cost countries while maintaining UK distribution functions. Over time, this factor could reduce employment space needs (and job numbers) in Northumberland, particularly given its high representation in manufacturing in the South-East of the County, although the likely scale remains unclear.

- 6.11 Another factor which would tend to reduce the amount of additional employment space needed in the future is the ability to achieve economic growth without corresponding increases in demand for employment space or labour, known as ‘**smart**’ or ‘**landless**’ growth. This could reflect increased automation, increased floorspace densities/plot ratios, labour productivity improvements, hot-desking, working from home, or more overtime working by current staff. Again, it is difficult to quantify the extent of this effect, although given the remoteness of much of the County, the potential for future homeworking could be significant. Over the long term, a shift from industrial to higher density office based jobs should reduce land needs but this also implies a need for higher value jobs and skills.
- 6.12 An overall reduction in the manufacturing sector’s economic output has not been observed in the County, with future projections produced by St Chad’s indicating that the industrial sectors will grow at approximately 0.8% per annum 2010-30. However, industrial FTEs have been falling in recent years and may continue to do so. This apparent discrepancy can be explained in part due to increased automation, a process known as **capital substitution for labour**. This may mean that whilst employment declines, the amount of land required for industrial stays the same, or even increases. Thus any land requirements derived solely from employment change over time should be treated with particular caution in the case of B2 industrial uses.
- 6.13 **Competition** to economic growth in the County from surrounding districts and particularly Tyne and Wear could also constrain future demand and hence the scale of employment land provision. Major developments and land supply in adjoining areas e.g. Quorum in North Tyneside could compete for larger office or industrial relocations. This factor may moderate the levels of growth and industrial/office relocations that parts of Northumberland (particularly the areas surrounding the conurbation) could expect to attract.



## Growth Scenarios

### A. Job Forecasts Model

#### Methodology

- 6.14 St Chad's College / Durham University Business School were appointed by NCC to undertake long term sectoral and employment projections for Northumberland in spring 2010. The report produced had an accompanying annex which converted the employment land projections to perceived quantitative land need. Together, these reports provide an outlook for future land requirements to inform this study. The report<sup>32</sup> and accompanying Land Review Annex were intended to provide land requirements to inform this ELR.
- 6.15 The methodology adopted was in accordance with that set out in the 'North East Business Accommodation Project' produced for One North East and the North East Assembly<sup>33</sup>.
- 6.16 Three employment forecasts were produced, based upon the following assumptions:
- 'Baseline' scenario – with GVA growing by, on average, around 2% per annum.
  - 'Lower' alternative scenario (1) - a longer/deeper current recession with 'hysteresis'.
  - 'Higher' alternative scenario (2) - a shallower recession where the County's economy rebounds more sharply. In this scenario the number of jobs rises by 0.7% p.a. on average.
- 6.17 Translating the job forecasts into land requirements was estimated by St Chad's mapping the detailed 26 sector economic scenarios to the 27 land use classes (see Appendix 7 for St Chad's Employment Land Report and a diagrammatic summary of this mapping). This conversion respects the fact that many sectors require multiple types of land (e.g. Electronics includes both R&D space and light industry space).
- 6.18 St Chad's made several assumptions during this process; specifically, agriculture and extraction were excluded since they do not directly give rise to demand for employment land. Furthermore, for several industries only a proportion of employees were assumed to generate demand for employment land, specifically:
- Utilities. 30% of employment was assumed to be in office premises;
  - Construction. 33.33% of employment was assumed to be in fixed employment premises;

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<sup>32</sup> Andrew Hunt, Ian Stone and Jennie Hewitt, Policy Research Group St Chad's College/Durham University Business School (April 2010): 'Long Term Sectoral and Employment Projections for Northumberland'

<sup>33</sup> North East Business Accommodation Project: Baseline Report. GHK April 2009



- Education. 10% of employment was assumed to be in non-educational (mainly office) premises;
- Health and social work. 15% of employment was assumed to be in headquarters, back office and other office premises.

### **NLP Methodological Assumptions**

- 6.19 Due to the very low land forecasts arising from the St Chad's approach (see below), NLP were asked by NCC to apply a sensitivity test to the findings. This involved applying NLP's standardised ELR demand forecasting approach, which differs in several key regards to the St Chad's model.
- 6.20 In order to translate the resultant job forecasts into estimates of potential employment space<sup>34</sup>, NLP allocated the level of employment change forecast for office, industrial, and wholesale/distribution uses as follows:
- The office floorspace requirement is related to job growth/decline in the financial and business service sectors (i.e. Business Services, Banking and Insurance and Other Financial and Business Services);<sup>35</sup>
  - The industrial floorspace requirement is related to job growth/decline in the manufacturing sectors; and
  - The wholesale/distribution floorspace requirement is related to job growth/decline in the three SIC sectors of wholesaling, transport and communications<sup>36</sup>.
- 6.21 Vacancy rates of 8.2% for B1 and 8.8% for B2/B8 floorspace were subsequently applied to the resulting 2010 floorspace figures to provide an indication of the current situation in Northumberland. In order to calculate a future vacancy rate for the scenarios up to 2030, it was necessary to make certain assumptions regarding the 'ideal' future scenario Northumberland should be aspiring towards. There will always be a need for a proportion of vacant premises in order to allow for the smooth operation of the market. However, high vacancy rates are undesirable in the long term, raising the question of whether the County should be planning to provide new employment sites if there is already a substantial amount of premises that are lying under-utilised. Consequently, for the future employment scenarios, 'ideal' vacancy rates of 5% for office, and 10% for industrial and storage or distribution were

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<sup>34</sup> NLP used the same 26 Standard Industrial Classifications as St Chad's

<sup>35</sup> It should be noted that in the absence of any detailed breakdown of the likely employment split between B1a, B1b and B1c, the total FTEs in the aforementioned SIC sectors were split equally between the three B1 use class categories. To ensure that this did not result in a distorted picture of B1 land requirements, a sensitivity test was subsequently applied which used a standard office employment density of 19sqm across the board (see discussion later on in Section 6.0).

<sup>36</sup> It should be noted that the three categories relating to warehouse/distribution issues include a wide number of activities which operate in different types of space that would not normally be defined within this category (e.g. SIC4 'taxi operators' are included within the general 'transport' SIC2 employment category, but clearly do not operate out of warehouse-type units). A detailed analysis of the most recent SIC 4 data from the ABI statistics database for 2008 indicates that across Northumberland, 19.7% and 59.8% of jobs in the wholesaling, transport & communications categories respectively, are considered to contribute to the need for warehouse/distribution employment land. On this basis, the data for these three industrial classifications were reduced, by approximately 73.5%, to remove non-'B8' (warehousing/distribution) based uses from the statistics. It was assumed that this proportion remains relatively constant over the study period.



deemed appropriate for the 'proper' functioning of the market, based on the findings of similar studies elsewhere in England and the study team's experience of the commercial market in the region.

- 6.22 In order to translate the resulting figures into employment land projections, employment densities (as recommended in the English Partnerships 2001 Guidance Note<sup>37</sup>) and plot ratios by use class were then applied to the job change figures to translate these into employment land projections. It was assumed that:
- One B1a office job requires 19sqm of employment floorspace;
  - One B1b High Tech R&D job requires 29sqm of employment floorspace;
  - One B1c Light Industrial job requires 32sqm of employment floorspace;
  - One B2 general industrial job requires 34sqm of employment floorspace; and
  - One warehousing/distribution job requires 50sqm of employment space.
  - It has been assumed that a gross area of 1ha is required to develop 4,000sqm of out-of-centre office, industrial or warehousing/distribution space (equal to a plot ratio of 40%<sup>38</sup>). Due to the rurality of much of the County, and the low density of development in many of the market towns therein, this plot ratio was applied to office floorspace and industrial units alike.

- 6.23 The demand projections generated via this employment forecasting method<sup>39</sup> represent a net future requirement for employment levels and do not take into account any future losses to non-employment uses. It is therefore necessary to adjust both NLP's and St Chad's figures in order to reconcile them against gross projections generated by analysing historic take up rates.

### **Employment Growth**

- 6.24 Before presenting the job growth outcomes from the scenarios it is worth highlighting, in broad terms, limitations in how these outcomes were generated:
- 1 They are predominantly trend-based estimates projecting historic growth patterns into the future;
  - 2 Such forecasts tend to be most reliable at regional and national scales than at the local economy level, but can indicate the broad scale and direction of economic growth in different sectors and provide some guidance to assess future land requirements.

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<sup>37</sup> English Partnerships (2001), Employment Densities: A Full Guide. It should be noted that whilst the original St Chad's work utilised similar density standards as NLP (i.e. 19sqm for B1a offices, 29sqm for B1b, 34sqm for B1c/B2 industrial and 50sqm for B8 warehousing), a variety of other densities were used by the University for uses such as C1, A2 and A3 (13sqm, 20sqm and 13sqm respectively) in accordance with the North East Business Accommodation Project Baseline Report (GHK April 2009). NLP have retained the broad density assumptions for the five broad B-class employment sectors.

<sup>38</sup> Based on plot ratio discussion detailed in the ODPM's Employment Land Review Guidance Note (December 2004)

<sup>39</sup> It should be noted that this study has incorporated data and other available evidence available at the time of drafting of the report. In particular, whilst the Annual Business Inquiry (ABI) annual employment estimates were used to inform the demand forecasts, from 08 December 2010, this dataset was superseded with the new Business Register Employment Survey, published by ONS.



3 It is important to recognise that there is not always a clear cut relationship between employment change and employment land needs. Additional employment space can be needed even if employment itself is falling, for example if a manufacturing firm requires more space to enable greater automation and achieve job reductions through productivity gains.

6.25 The 'business as usual' scenario is considered the most realistic scenario for the County as it emerges from the recession and indicates that:

- Northumberland's Gross Value Added (GVA) is projected to grow in real terms by an average of 2.0% per annum over the next two decades.
- Over the five years to 2015, it is anticipated that Northumberland will experience slightly lower levels of FTE employment than in 2010. Beyond 2015 growth is expected to return to trend, resulting in a steady expansion of County level employment.
- There will continue to be significant change in the level of economic activity at sector level. Employment in Agriculture, hunting, forestry and fishing is expected to remain broadly stable, as is employment in the Energy extraction and production sector. The Construction sector is projected to decline by 9% (653 FTEs), whilst employment in process manufacture is projected to decline by a third (equal to 1,448 FTEs). However, the projected contractions in the industrial sectors are more than compensated by a solid expansion of 6.6% in Services (4,700 FTE workers).
- The County's long term economic path is heavily conditioned by its response to the current recession. If the national recession is longer & deeper than anticipated it could prevent the projected long-term increase in employment from occurring.

6.26 Table 6.1 and Figure 6.1 compare and contrast the three scenarios. It indicates that net job change is forecasts to range from -5,400 FTEs (deep recession, low growth) to +3,000 FTEs (shallow recession, high growth).

6.27 In terms of sectors, all decline by 8.2% from the baseline scenario (apart from the public sector which has been kept at a constant throughout all scenarios<sup>40</sup>). This fall in FTE employment exerts its largest absolute impact on the Business Services sector, where 1,128 fewer FTE workers would be employed, followed by the Hotels, restaurant and recreation sector, where 922 fewer FTE workers would be employed within the sector compared with the 2030 central projection.

6.28 The third 'Higher growth' scenario, based on a shallower recession with unchanged long-term growth trend overall, causes the County's workforce to expand overall by 3,000 workers, equivalent to 3.2% above the result in the central 2030 projection. In terms of sectors, all expand by 4.6% from the baseline scenario (apart from the public sector which has been kept at a

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<sup>40</sup> Note: public sector employment has been kept at a constant as the fall in numbers is devoid from market trends but is rather a function of government expenditure; under the fiscal austerity measures, any scenario would experience employee reductions. However, as the study does not currently know the severity of the government cuts, a reduction of 1,255 has been forecast for each scenario.



constant throughout all scenarios). The table indicates that Wholesale & retail, Hotels & catering, and Finance & business services experience a large increase in FTE employment, implying the need for more workers to enter these sectors (and associated changes in skills requirements needed if that future demand is to be met). Even in this 'higher' scenario, FTE employment in Manufacturing and Construction still declines, indicating a fall in demand for certain skills, although this impact is limited in scale.

Table 6.1 Projected Employment Change 2010-30, St Chad's Scenarios April 2010

Industrial Sector	<b>BASELINE Total 2010-30 (% Change)</b>	<b>LOWER Total 2010-30 (% Change)</b>	<b>HIGHER Total 2010-30 (% Change)</b>
1. Agriculture, forestry & fishing	-14 (98%)	-54 (90%)	6 (101%)
2. Energy extraction and production	-170 (0%)	-168 (0%)	-171 (0%)
3. Energy supply, Water, waste, recycling	-278 (47%)	-293 (43%)	-272 (48%)
4. Other Mining	-75 (28%)	-76 (26%)	-74 (29%)
5. Food & Drink manufacture	-437 (75%)	-525 (69%)	-395 (77%)
6. Process manufacture	-1448 (33%)	-1485 (31%)	-1437 (34%)
7. Automotive	163 (160%)	130 (148%)	180 (165%)
8. Defence & aircraft Manufacturing	0 (100%)	-1 (93%)	0 (104%)
9. Textiles	1 (100%)	-28 (93%)	16 (104%)
10. Wood, pulp and paper	142 (108%)	-2 (100%)	214 (112%)
11. Glass, ceramics, clay, cement, concrete and stone	487 (177%)	401 (164%)	532 (183%)
12. Iron, steel, metal products	6 (100%)	-126 (93%)	71 (104%)
13. Machinery	258 (124%)	159 (115%)	308 (128%)
14. Electrical	-402 (0%)	-398 (0%)	-406 (0%)
15. Misc. Manufacturing	186 (114%)	74 (105%)	243 (118%)
16. Printing and publishing etc	-98 (73%)	-116 (68%)	-90 (76%)
17. Construction	-653 (91%)	-1,108 (84%)	-432 (94%)
18. Wholesale and retail trade	1,277 (110%)	225 (102%)	1,803 (114%)
19. Hotel, restaurant and recreation	2,243 (122%)	1,321 (113%)	2,709 (126%)
20. Transport & communications	-4 (100%)	-293 (93%)	139 (103%)
21. Financial services	-183 (76%)	-223 (71%)	-163 (79%)
22. Business services	4,238 (139%)	3,110 (129%)	4,817 (144%)
23. Public administration, defence and	-1,255 (87%)	-1,255 (87%)	-1,255 (87%)



Industrial Sector	BASELINE Total 2010-30 (% Change)	LOWER Total 2010-30 (% Change)	HIGHER Total 2010-30 (% Change)
social security			
24. Education	-363 (95%)	-363 (95%)	-363 (95%)
25. Health	-524 (96%)	-524 (96%)	-524 (96%)
26. Other services	-761 (42%)	-794 (39%)	-749 (44%)
<b>TOTAL</b>	<b>2,338 (103%)</b>	<b>-2,410 (97%)</b>	<b>4,706 (105%)</b>

Key:

&gt;10% Growth

&gt;10% Decline

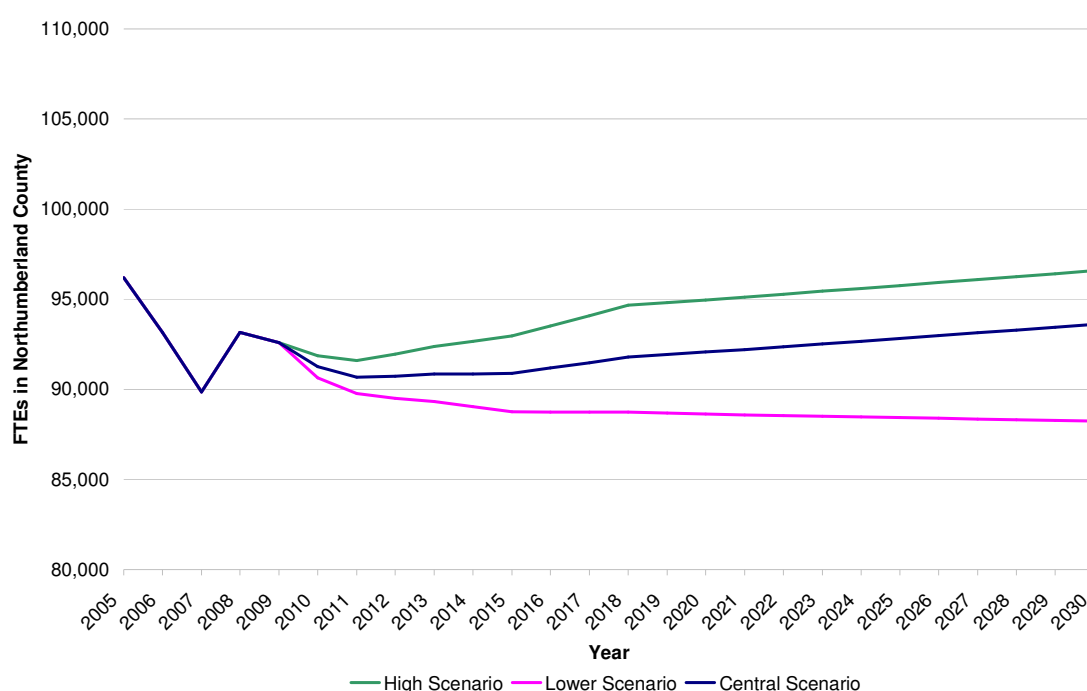


Figure 6.1 Total Employment Growth in Northumberland 2010-2030, Analysis of Three Scenarios

Source: St Chad's / NLP analysis

6.29

These job growth forecasts were subsequently translated by St Chad's into employment land requirements using the methodology set out earlier in this section and outlined in Appendix 7. A detailed breakdown of the net floorspace and land requirements, in five year intervals, for Northumberland County is provided in Appendix 8. This generates a **net employment land requirement of between 1.9 and 17.1ha for the period 2010-2030 as illustrated in the Table below.**



Table 6.2 St Chad's Net Employment Land Forecasts 2010-2030 (ha)

	Baseline	Lower Growth	Higher Growth
B1a Office Employment Growth	6.0	2.6	7.8
B1b R&D Employment Growth	0.1	0.0	0.2
B1c Light Industrial Employment Growth	-0.5	-0.6	-0.4
B2 General Industrial Employment Growth	1.1	-2.0	2.6
B8 Storage	5.2	1.9	6.9
<b>TOTAL</b>	<b>11.9</b>	<b>1.9</b>	<b>17.1</b>

### NLP Employment Land Forecasts

6.30

NLP subsequently undertook a sensitivity test on the St Chad's figures, using standard assumptions on the relationship between the 26 SIC industrial sectors and their land requirements. Specifically, and as discussed above, this involved differing assumptions between the composition of jobs based on B1, B2 and B8 land. The results indicated in Table 6.3 suggest that the NLP sensitivity testing foresees greater growth in B1 office, R&D and light industrial development, with a greater decline in B2 industrial growth. B8 remains roughly the same for both the NLP and St Chad's forecasts.

Table 6.3 NLP Net Employment Land Forecasts 2010-2030 (ha)

	Baseline	Lower Growth	Higher Growth
B1a Office Employment Growth	5.1	3.2	6.1
B1b R&D Employment Growth	10.4	7.2	12.0
B1c Light Industrial Employment Growth	11.5	8.0	13.3
B2 General Industrial Employment Growth	-12.1	-21.6	-7.5
B8 Storage	4.4	-0.9	7.0
<b>TOTAL</b>	<b>19.3</b>	<b>-4.1</b>	<b>30.9</b>

### Past Take-up Rates – Results

6.31

The take-up of commercial office/industrial space in Northumberland County has been obtained from NCC for the period 2004/05 to 2008/09. The situation is complicated by the fact that before the recent creation of the Unitary Authority, the six individual districts collected take up data in slightly different ways, over differing time periods. Consequently, whilst ideally the data would be assimilated over a longer time period, to ensure consistency, the



five year data source was used based primarily on the former districts' Annual Monitoring Reports (see Section 3.0). The data indicates that, between 2004/05 and 2008/09, 121.31ha of allocated/committed employment land had been taken up for development, which equates to approximately 24.26ha per year.

- 6.32 Of the land that was specifically developed for B1, B2, B8 use, this equated to 52.17ha, or **10.43ha per annum, with an average of 13.828ha lost to non-employment uses per annum.**

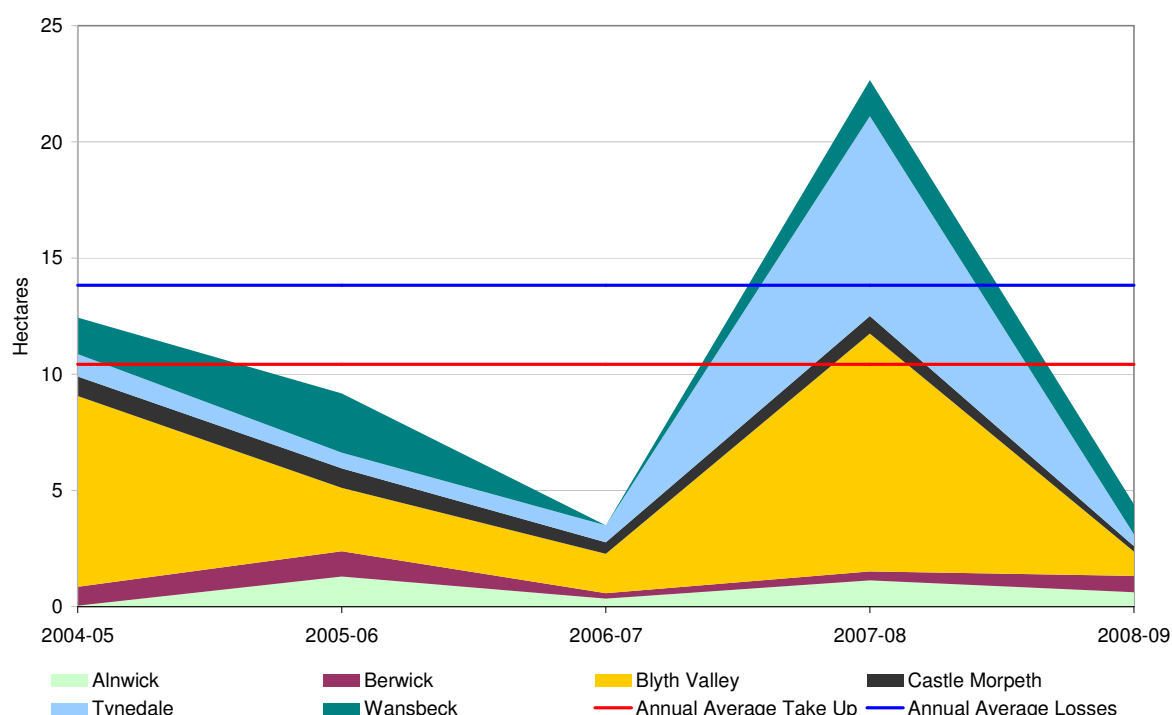


Figure 6.2 Take Up rates (ha) within Northumberland 2004/09

Source: Northumberland County AMRs 2005-2009

- 6.33 Figure 12 illustrates the peaks and troughs in development in the County in recent years. It demonstrates that take up peaked in 2007/08, at 22.65ha, predominantly related to the redevelopment of the Egger plant in Tynedale and developments in Cramlington. Otherwise, take up in the six former districts has been low, with the exception of Blyth Valley.
- 6.34 At a very basic level, projecting the employment land take up forward to 2030 could suggest a requirement for around **208.6ha** net of employment land. It is recognised that this presumption is based on a limited data source and does not factor in the likely impacts of a prolonged recession, which could reduce take-up significantly in the short to medium term.
- 6.35 It is considered that an argument could be made that the levels of take up that have been achieved over the last few years may not continue over the plan period for a combination of reasons including the move towards a more



Business Services-orientated economy, with significantly higher employment densities; the restructuring of the traditional manufacturing economy, with the potential for 'recycling' of older sites; the long term impacts of the recession and the likely significant reduction in public sector spending available to deliver difficult brownfield sites; and the need to consider alternative uses for existing B-class allocations (i.e. for waste and recycling).

6.36

However, given the fact that the take up rates have already factored in at least two years worth of recession-influenced activity, NLP's considered view is that a justification can be made for keeping the same level of take up in years to come, particularly as:

- Development has already started from a very low base, with just 10.4ha coming forward on average in recent years; given the size of the County and the aspirations for growth therein, this is a very modest target to achieve;
- There have been few large developments that have skewed the figures in recent years, hence it is likely that the figures represent a relatively constant stream of smaller developments that are likely to continue into the longer term;
- There is considerable potential for the development of land hungry sectors, specifically manufacturing, servicing, and storage facilities for the renewables sectors, particularly off shore wind. These have not generally been reflected in past take up rates in recent years;
- Whilst the amount of additional employment space needed in the future could be reduced by 'smart or landless growth', there is no evidence of this having taken place in Northumberland in the recent past and given the relatively low land values across most of the County (which would encourage low density development), it is considered that this will have a very limited impact on future land requirements. Furthermore, poor broadband service is limiting smart / landless growth in the rural parts of Northumberland by preventing home working;
- Due to the austerity measures introduced by the government, there is likely to be considerably less public capital expenditure available to invest in site preparation. Whilst this is likely to reduce public sector-funded development, there is a possibility some currently unviable sites could be cross-subsidised by higher value end uses, particularly where large scale infrastructure / remediation work is required. **However, any such approach would need to be comprehensively reviewed during the LDF process and weighted against wider sustainability and planning issues.** Hence on a number of allocated employment sites across the County, it is possible that they could be brought forward for a mix of uses, reducing the B-class element and necessitating other employment land provisions elsewhere;
- Analysis of the commercial office/industrial market indicates that whilst there is little appetite for speculative development until the property market and general economy improves, there is a relatively steady level of enquiries (notably for smaller units) in the County, particularly in areas with constrained supply.



- 6.37 Consequently, on balance, there are a number of factors which would support continuing demand for employment space in the County even through the scale of future space needs is likely to be tempered by slow recovery from national economic recession and some competition from both industrial and office development from the Tyne and Wear City Region.
- 6.38 Hence we have continued to use this forward projection as one of our scenarios, recognising that this estimate is likely to be towards the top end of the range of future requirements given the current pessimistic and uncertain economic outlook.

### **Gross Employment Space/Land Projections**

- 6.39 It is necessary to adjust the net employment land projections in order to reconcile them against gross projections generated by analysing historic take up rates and losses for planning purposes.
- 6.40 In order to undertake this, data on recent losses of employment land has been made available by NCC and outlined above. Based on the long term data, this indicates that, over the last five years, some 64.384ha of B1/B2/B8 employment land has been lost to alternative uses, an annual average rate of **13.828ha** per annum. If this level of loss were to continue in future, some **276.56ha** would need to be provided over the 20 year plan period just to maintain the current employment land stock.
- 6.41 In determining whether this recent rate of losses is likely to be maintained in future, a number of factors were considered:
- The immediate and long term impacts of the current recession reducing development pressure for redevelopment of employment sites for alternative uses;
  - Whether the remaining allocated employment sites have particular constraints likely to deter non-employment uses (i.e. contamination); and
  - Exceptional developments in past losses data that are unlikely to be repeated in future.
- 6.42 As regards the latter point, the past losses are dominated by three substantial developments, specifically:
- **Blyth Valley Retail Park**, Cowpen Road, Blyth (Former B1/B2/B8 allocation, of which 8.5ha lost to retail uses);
  - **Former Bates Colliery Site**, Cowpen Road Blyth (Former colliery site allocated for general B-class use, of which 9.9ha lost to make way for 337 residential dwellings); and
  - **Former St Marys Hospital**, Stannington (Former Hospital site, allocated in Castle Morpeth Local Plan for mixed use, with housing to be ancillary to employment use. Permission (now commenced, CM/2008/0874) for residential development, associated community facilities, outdoors sports



facilities etc with some commercial development (52,000 sqft). The site represents a 33.6ha employment allocation that will now be redeveloped for primarily non-B-class employment uses, with only 0.444ha developed for B1 of the original 33.6ha employment allocation.

- 6.43 Other factors suggest that the rate of employment land lost to alternative uses may be maintained includes the fact that agents were of the view that although many of the 'vulnerable' employment sites situated in residential areas had been developed for alternative uses in the boom years, the remaining portfolio still included some relatively attractive industrial sites (from a house builder's perspective). These could include the Morpeth Town Centre sites; Blyth Bebside (C01), Woodhorn Road in Newbiggin (F20), Hadston (D01), Seghill (C15)<sup>41</sup>. It is also important to note that there maybe further unwelcomed retail pressures on designated employment land (such as Cowpen Road, Blyth) in the future.
- 6.44 In view of the above, it is therefore suggested that the past rate of losses, 13.828ha, remains a reasonable basis to go forward, although this should be monitored by NCC over the next few years and adjusted as necessary.
- 6.45 The vast majority of land lost was allocated for non-specific general B1/B2/B8 uses, hence it is difficult to directly translate future losses into B1/B2/B8. An assumption has necessarily been made that the losses and future take up of employment land would reflect the projected floorspace representation by 2030 for each Use Class using the NLP econometric model<sup>42</sup>.
- 6.46 There is also an argument that not all such losses of employment land should necessarily be replaced or reflected in an increased gross land requirement. This would be on the basis that Northumberland's stock of employment land contains some older or unsustainable sites less likely to meet future needs and is of a scale that reflects past industrial patterns, rather than the amounts of land needed in future. However, for the moment, it is assumed that all of the losses should be replaced to maintain the stock<sup>43</sup>.
- 6.47 In summary, by factoring in the likely net losses of employment land to the job-forecast-based net projections presented above would generate a **gross employment land requirement of 485.2ha for the period 2010-2030**.

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<sup>41</sup> This is not an endorsement that these sites are suitable for residential development in planning terms. The Northumberland SHLAA will be identifying suitable housing sites for the LDF

<sup>42</sup> Example: 39.1% of the total forecast commercial/industrial floorspace in Northumberland by 2030 is forecast to comprise B2 general industrial space under the NLP Central Scenario; this proportion was then applied the appropriate take up/losses figure and added to the net B2 requirement.

<sup>43</sup> To identify the amount of employment space that should actually be allocated, the SEEPB guidance indicates that net floorspace requirements should be converted to an estimate of gross needs by adding an allowance for replacement of future losses of employment space to other uses. Without doing this, the stock of employment space would gradually be eroded. The guidance is unclear as to whether this allowance should be applied to job forecast based estimates but taking a cautious approach, this allowance has been added to all demand estimates in this study.



**Adjusting the Margin of Choice**

- 6.48 Even where the identified demand for employment land is likely to decrease, it is considered that there should always be some new development coming forward to reduce risk of stagnation and further decline in the market. Consequently, it is desirable to allocate more land than is likely to be used, as some land may not come forward for development in the short to medium term (if at all). This is particularly the case for those sites which have been carried over from past plan periods and those with significant constraints to overcome.
- 6.49 It is standard practice to allow for a degree of flexibility, or '**margin of choice**', in the allocations by applying a stated factor in the demand calculations. This reflects the need for a fairly generous additional allowance on top of the initial estimate of employment space needs for a number of reasons, including:
- As a margin for error given the uncertainties in the forecasting process;
  - To allow developers and occupiers a reasonable choice of sites;
  - To give some flexibility and decanting space while older premises are redeveloped and new premises are coming forward; and
  - To cope with factors such as some allocated sites not coming forward and some redundant industrial sites not being suited for new employment uses.
- 6.50 The SEEPB guidance suggests that an appropriate margin for each use class should be based purely on how long it takes a site to move from being a commitment to completion, but gives no guidance on what these timescales typically are or how the floorspace allowance to reflect this margin should be estimated. Typically, however, an amount equivalent to 1-2 years of past completions rates has been used, depending on local market conditions. Given the weak commercial market at present and the increasing timelag between the grant of planning permission and the implementation of the scheme, a conservative margin of choice equal to 2 years worth of past take up is recommended. This is considered to be an appropriate and relatively modest margin of choice on the basis that this allows for flexibility for developers whilst reducing the risk of oversupply of employment land in the County.
- 6.51 **Consequently, by adding on an allowance for replacement of losses and factoring in two years of take up (based on long term trends) to allow a margin for choice, this results in a gross total requirement of 506.09ha between 2010 and 2030.**
- 6.52 The same steps described above to convert the net take up projections from net to gross (with a 2 year margin of choice) have been applied to the net econometric modelling figures (for both the St Chad's and NLP approaches) described earlier in this section for consistency:





Figure 6.3 Methodology for Defining Gross Requirement

Source: NLP

6.53

The full breakdown is illustrated in Table 21 and Figure 6.4 below.

Table 6.4 Gross Employment Land Comparisons 2010-2030

Scenario	Net/Gross	B1a	B1b	B1c	B2	B8	TOTAL
St Chad's Central Scenario	2010-2030 (net)	6.0	0.1	-0.5	1.1	5.2	<b>11.9</b>
	2010-2030 (gross)	30.9	40.2	43.8	109.2	64.3	<b>288.5</b>
	<b>+ Flexibility factor*</b>	<b>32.79</b>	<b>43.27</b>	<b>47.13</b>	<b>117.34</b>	<b>68.79</b>	<b>309.33</b>
St Chad's Lower Scenario	2010-2030 (net)	2.6	0.0	-0.6	-2.0	1.9	<b>1.9</b>
	2010-2030 (gross)	27.7	40.4	44.0	105.5	60.7	<b>278.5</b>
	<b>+ Flexibility factor*</b>	<b>29.60</b>	<b>43.50</b>	<b>47.40</b>	<b>113.66</b>	<b>65.17</b>	<b>299.33</b>
St Chad's Higher Scenario	2010-2030 (net)	7.8	0.2	-0.4	2.6	6.9	<b>17.1</b>
	2010-2030 (gross)	32.6	40.2	43.7	111.0	66.2	<b>293.7</b>
	<b>+ Flexibility factor*</b>	<b>34.49</b>	<b>43.21</b>	<b>47.06</b>	<b>119.13</b>	<b>70.64</b>	<b>314.53</b>
NLP Central Scenario	2010-2030 (net)	5.1	10.4	11.5	-12.1	4.4	<b>19.3</b>
	2010-2030 (gross)	30.0	50.5	55.8	96.0	63.5	<b>295.8</b>
	<b>+ Flexibility factor*</b>	<b>31.91</b>	<b>53.58</b>	<b>59.12</b>	<b>104.12</b>	<b>67.96</b>	<b>316.7</b>



Scenario	Net/Gross	B1a	B1b	B1c	B2	B8	TOTAL
NLP Lower Scenario	2010-2030 (net)	3.2	7.2	8.0	-21.6	-0.9	<b>-4.1</b>
	2010-2030 (gross)	28.3	47.7	52.6	86.0	57.9	<b>272.4</b>
	<b>+ Flexibility factor*</b>	<b>30.16</b>	<b>50.74</b>	<b>55.99</b>	<b>94.08</b>	<b>62.35</b>	<b>293.3</b>
NLP Higher Scenario	2010-2030 (net)	6.1	12.0	13.3	-7.5	7.0	<b>30.9</b>
	2010-2030 (gross)	30.9	52.0	57.4	100.8	66.3	<b>307.5</b>
	<b>+ Flexibility factor*</b>	<b>32.80</b>	<b>55.04</b>	<b>60.73</b>	<b>109.01</b>	<b>70.75</b>	<b>328.3</b>
Past Take Up	2010-2030 (net)	18.8	30.3	33.4	81.6	44.6	208.7
	2010-2030 (gross)	43.7	70.4	77.7	189.6	103.7	485.2
	<b>+ Flexibility factor*</b>	<b>45.59</b>	<b>73.46</b>	<b>81.05</b>	<b>197.80</b>	<b>108.20</b>	<b>506.09</b>

\*Note: two years past take up figure of 20.87ha apportioned across the B-use classes on the basis of econometric floorspace growth projections by sector

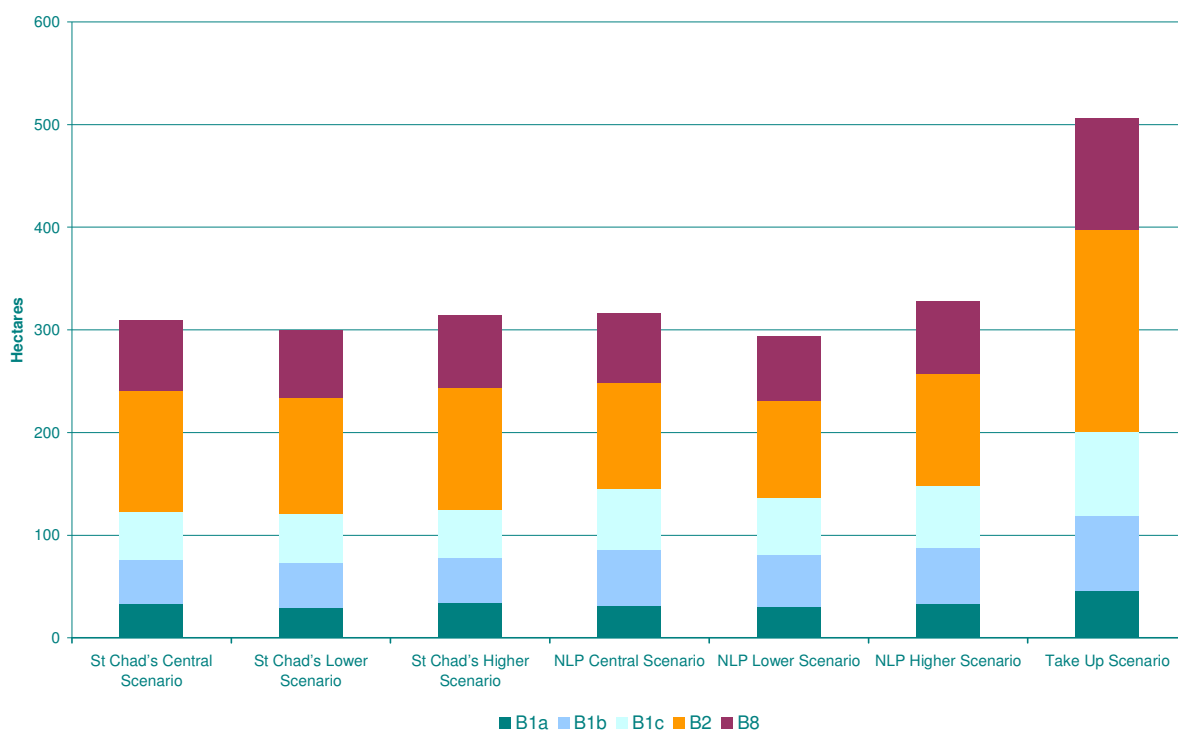


Figure 6.4 Gross Employment Land Projections 2010-2030 (ha)



6.54 In summary, the range of indicative total gross land requirements to 2030, factoring in a 2-year margin of choice, results in the following range of demand projections:

- St Chad's Central Scenario: 309ha
- St Chad's Lower Scenario: 299ha
- St Chad's Higher Scenario: 315ha
- NLP Central Scenario: 317ha
- NLP Lower Scenario: 293ha
- NLP Higher Scenario: 328ha
- Take Up Scenario: 506ha.

### **Reality Check**

6.55 Given the differences between these forecasts, it is important to test how reasonable each appears against other factors and how sensitive these estimates are to various assumptions.

6.56 Clearly the level of future demand for B-use class land projected by the St Chad's/NLP employment-based projections differs substantially from the figures suggested by an application of past take up rates. The projections are largely trend-based; in particular, the St Chad's/NLP 2010 central (or baseline) and lower scenarios reflect the position at the 'bottom' of the market. The past take up rates have clearly been recorded during an unprecedented boom in the commercial market nationally, and reflect the 'predict and provide' approach formerly used to inform ELRs. In reality, it is likely that the actual performance of Northumberland's economy and commercial property market will lie somewhere between the econometric projections and past take up. In order to provide a clearer steer as to what level of growth the County should be planning for, it is important to apply a series of reality checks.

6.57 The St Chad's central projection, and the other five econometric model scenarios, estimate a minimal net employment land requirement, ranging from -4ha to 31ha. Given that as at April 2010, the NCC Employment Sites Schedule estimated that there was 353ha of committed employment land recorded as being available in Northumberland, this would necessitate unprecedented de-allocations.

6.58 The estimates of land requirements are clearly highly sensitive to the various assumptions used. The job/floorspace ratios and plot ratios adopted by NLP reflected those in ODPM guidance<sup>44</sup>. At present, it is assumed that the plot ratio<sup>45</sup> of 40% is generally applied to all office space, industrial space and warehousing. If, however, a higher rate of 200% was applied across B1a

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<sup>44</sup> Employment Land Reviews Guidance Note, ODPM (2004)

<sup>45</sup> A plot ratio is the total building square footage (building area) divided by the site size square meterage (area of the plot). Therefore, a plot ratio of 150% would indicate that the total floor area of a building is 1.5 times the gross area of the plot on which it is constructed. For practical purposes, this would equate to a 3 storey building with fifty percent plot coverage, the remaining plot area being occupied, for example, by access roads, parking and landscaping.



sectors to reflect the generally increasing densities of office developments in recent years across the country, this would make only a small reduction for most of the econometric scenarios (of between 2.5 to 4.9 ha, based on the NLP scenarios). However, given the weak office market in Northumberland generally and the minimal probability of high-rise office developments occurring in the rural market towns in particular, despite the edicts of PPS4 it is considered reasonable to assume that the majority of future B1a development in the County will be in-centre at reasonably low plot densities.

- 6.59 As noted earlier in this section, in the absence of any detailed breakdown of the likely employment split between B1a, B1b and B1c, the total FTEs in the aforementioned SIC sectors were split equally between the three B1 use class categories. To ensure that this did not result in a distorted picture of B1 land requirements, a sensitivity test was subsequently applied which used a standard office employment density of 19sqm for all three B1 sub-categories. This resulted in a slight reduction in the overall land requirements for the three NLP scenarios, of around 8ha for the Central Scenario; 6ha for the Lower Scenario and 9ha for the Higher Scenario. Given that even under the Higher Scenario this would only represent a reduction in land requirements of less than 3%, it is considered that this falls within any margin for error and would have a very minor impact on the overall employment land portfolio.
- 6.60 For purposes of comparison, the level of **labour supply** projected for Northumberland has also been considered, since this could impact upon the County's ability to attract businesses and future job growth. The ONS 2008-based Sub-National Population Projections (SNPP), published in 2010, forecast that the working age population of Northumberland will decrease by approximately 15,300 residents by 2030<sup>46</sup> (a decrease of about 8%). If it is assumed that economic activity rates remain at 64.6% (2001), this would result in approximately 9,900 fewer residents being available for work.
- 6.61 Typically (based on national research<sup>47</sup>), only about 45% of these workers will work in B class jobs and this would mean about 4,450 fewer 'B class' workers. However, based on current out-commuting patterns, some 33% of these workers might be expected to seek jobs outside of Northumberland, leaving approximately 2,990 fewer people needing local jobs (although it should be noted that some of these jobs would be filled by in-commuters). This could very broadly equate to a net loss of around 137.6ha of employment land required, based on general B1 office densities and plot ratios. This figure represents a stark contrast to the 209ha net projection based on past take up and the 31ha net NLP higher projection, hence the labour supply demand forecasting approach could support the need for a broad range of employment land requirements based on the lower end (i.e. NLP Lower Scenario, -4ha).

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<sup>46</sup> SNPP Labour supply projections are not available up to 2037

<sup>47</sup> GVA Grimley (2009): *Planning for Prosperous Economies: Maximising the Role of the Non-B Class Use Sector*



- 6.62 Another more significant assumption in terms of sensitivity is the 2-year safety margin added. A 2-year margin of choice may ordinarily be seen as being reasonable, particularly in the light of the recent recession and the need to provide market ready sites to prevent occupiers from moving beyond the County when searching for appropriate sites. In addition, whilst subsequent Sections of this ELR will make recommendations concerning the removal of less viable sites, there are nevertheless a number of potentially good quality employment areas that are not in a position to be developed without infrastructure coming forward over the medium to long term, hence an increased margin of choice would help to provide a balanced portfolio.
- 6.63 Overall, the range of forecasts of employment space requirements, with the safety margins incorporated, is considered to provide an appropriate basis to inform future planning decisions taking account of the various uncertainties involved.

## **Conclusions**

- 6.64 Based on consideration of various factors, seven different estimates of future employment space requirements have been prepared, using different approaches. The overall space requirements related to these different futures range from 293ha to 506ha gross between 2010 and 2030.
- 6.65 All of the demand estimates produce a level of job generation which is well above the number of workers generated by natural growth, in-migration and demographic change in the County, which may well have a bearing on the level of employment land required in future. Planning for population growth is an option for the LDF to consider.
- 6.66 This section has appraised the range of employment land projections for Northumberland using a variety of methodologies. It is important to identify an appropriate level of need that achieves a balance between market realism and economic and planning policy objectives. A range of qualitative and quantitative factors have been considered within this report that can help to inform a judgment on the appropriate level of need, with the key issues set out below:
- Northumberland County has many advantages as an office, industrial and distribution location, with reasonable north/south strategic road accessibility, particularly if the A1 were to be continuously duelled through to Scotland (although substantial areas are physically remote); the proximity to the East Coast Mainline, competitive business costs, access to a significant skilled labour force; discrete economic markets (given the size of the County); and emerging strengths in key growth sectors, such as renewables and tourism;
  - Future job growth projections for Northumberland are reasonable in the medium to long term (for the central/higher scenarios at least);
  - However, the County has an above average proportion of residents employed in the public sector, which is facing severe cuts in the short to



medium term;

- There is a general consensus amongst stakeholders that a number of the more successful employment areas, particularly Morpeth, Prudhoe and Hexham, are reaching full capacity and in urgent need of new employment sites and units to be provided;
- The County has an opportunity to focus on Business Services, with clear requirements for B1a space in particular;
- Take up rates in the County in recent years have been low, at 10.43ha per annum, although 13.828ha has been lost annually to non-employment uses.

6.67 Consequently, on the basis of these considerations, a range of between **293ha and 317ha (gross)** of employment land may be considered appropriate. This is equal to the NLP Lower Scenario model run at the lower end, and the NLP Central projection at the top end. Both figures include a margin of choice. The range accommodates Northumberland's potential for job growth in land hungry sectors such as renewables, whilst factoring in the uncertainty of the recent recession and the negative growth in residents of working age forecast for the County over the coming years.

6.68 The necessary balance between the supply of and demand for employment sites is discussed in detail in Section 7.

#### **Implications for the Study**

- a Future requirements for B class employment space in Northumberland up to 2030 were estimated using employment forecasts, past development rates and labour supply growth.
- b The different gross demand estimates vary from 293ha B class space needed to 506ha by 2030.
- c An uncertain economic outlook makes it difficult to select the most likely outcome within this range but a range of 293-317ha would appear to be a reasonable basis for future planning.



7.0

## The Demand / Supply Balance

7.1

This section draws together the earlier forecasts of future employment space needs for both B and Non B uses and the estimates of available development land and committed supply identified in Sections 3, 4 and 5 in order to identify the balance of demand and supply of employment space. This analysis will enable the need for any further provision of employment space, or the removal of any surpluses, to be identified in both quantitative and qualitative terms.

### Quantitative Balance

7.2

Looking first at B Class employment space, Section 6.0 indicated that more general industrial floorspace would be needed in Northumberland in future (between 94-104ha more) and significantly more B1 floorspace (between 137-145ha more).

7.3

Land supply comes from the following sources:

- a Employment space with extant planning permission;
- b Allocated employment development land without planning permission; and
- c Undeveloped plots within industrial estates without planning permission. These other sources of possible supply include windfall sites, underused sites and intensification of existing employment premises, but the amount of this is not clear or sufficiently certain to come forward for it to be quantified as part of the demand/supply balance.

### Pipeline Supply

7.4

Taking committed employment space first, Table 7.1 indicates that the gross amount of potential new B-class floorspace with extant permission at June 2010 stood at 46.65ha. This is relatively high in the Northumberland context, and includes:

- Erection of 24 office units and 6 industrial units, Ramparts Business Park, North Road Industrial Estate, Berwick-upon-Tweed: 23.87ha; and
- Development of chipboard processing facility for the Egger Plant at Hexham: 6.8ha.

7.5

Of this figure, 39.62ha relates to current employment allocations/expansion land, hence 7.03ha relates to potential windfall employment sites in the County.



Table 7.1 B-class employment space with extant planning permission, June 2010

	B1a	B1b	B1c	B2	B8	General B Uses	TOTAL
<b>Land (ha)</b>	23.49	2.43	2.32	14.13	2.22	2.06	<b>46.65</b>

Source: NCC Planning Applications Database as at June 2010

- 7.6 However, there are also a number of applications in the pipeline that could ultimately result in the loss of existing/allocated employment land in the County. As of June 2010, it was estimated that this figure equated to 45.8ha, primarily due to the outline application for the remediation of 9.87ha at the former Bates Colliery in Blyth, followed by construction of 327 dwellings with associated road infrastructure, engineering works, car parking and landscaping; and the loss of 33.16ha of the 33.6ha allocation of employment land at St Mary's hospital, Stannington, for a residential-led mixed use development.
- 7.7 In addition, there is currently a live application (CM/20090157) for a section of unallocated brownfield land close to Lynemouth for a predominantly residential mixed use scheme with an element of B1/B8 employment land (originally quantified as 10.9ha, which we understand may be reduced) and sui generis uses.
- 7.8 Excluding the currently undetermined Lynemouth application, the net amount of employment land in the pipeline is estimated to be largely neutral (i.e. 46.65ha is estimated to have extant planning permission for employment uses, whilst 45.8ha is estimated to be lost from the portfolio). A view could be taken that employment land with planning permission for non B-Class uses may be more likely to be developed out than planning permissions for industrial/employment uses. If this proves accurate then the future trend may be one of net loss of B Class land rather than neutrality, requiring the provision of replacement employment land going forward.
- 7.9 By removing the amount of allocated employment land to be lost (specifically Bates Colliery and St Mary's) and factoring in the amount of windfall employment land likely to come forward in its place (plus 6.8ha of former expansion land at Egger), it is calculated that Northumberland County has a total committed employment land supply of **324.20ha**.

### Potential for Release of Sites

- 7.10 Notionally then, it is estimated that the County requires in the region of between 293 and 316ha of employment land for the period 2010-30, and yet as of June 2010, had around 324ha excluding expansion land. A proportion of this supply is of a poor quality, in the wrong locations, and does not meet market requirements. Furthermore, it is clear that the market evidence points to release of good quality new sites in areas such as Ponteland, Hexham, Morpeth and Prudhoe, which will add to the quantitative over supply of land if



measures are not taken to refine the portfolio and encourage more suitable uses on many of the less sustainable/commercially attractive sites.

- 7.11 Given the modest oversupply of space it is also necessary to look at whether committed employment sites can be de-allocated. PPS4 Policy EC2 notes that *“If there is no reasonable prospect of a site being used for the allocated economic use, the allocation should not be retained, and wider economic uses or alternative uses should be considered”*.
- 7.12 The forecast modest oversupply of employment land in quantitative terms relative to future needs also raises the question of whether the County could consider reallocating some industrial sites for office development, or release some lower quality existing employment sites to other uses, should opportunities arise (based upon the St Chad’s and NLP econometric projections). It also raises the question as to whether over-supply would be harmful. In a “localism” policy environment where the County has greater freedom to define its own requirements, this is clearly a material question.
- 7.13 It is considered that even though there appears to be a substantial mismatch between supply and demand, a cautious approach should be taken to release of employment sites, even when assessed as lower performers in the site assessment process. Such sites can perform poorly because of a rural location or isolation from strategic roads, which is not necessary for all firms, and does not mean that such sites do not have the potential to meet some local needs. This is particularly important in the Northumberland context, where the sheer size of the County means that very localised markets apply that are not inter-changeable.
- 7.14 Sites that potentially meet specific economic needs or are well occupied should generally be retained. Only when a site has a combination of lack of developer interest, high vacancy, serious adverse environmental impacts from its operation or is otherwise unlikely to be able to perform an employment role in future should release to non-employment uses be considered.
- 7.15 Against that background, the assessment of existing sites in Section 4.0 identified a considerable number of sites that were clearly unsuited to continued employment use at some level. The detailed reasoning behind the potential releases/modifications is provided on a site-by-site basis in Appendix 5. Drawing on the detailed assessments in Appendix 5 and the accompanying database (Appendix 9), the following recommendations are made concerning the release of certain sites or the need to introduce an element of mixed use to help facilitate employment development:



## North Service Area

Table 7.2 Potential Release of Employment Sites in the North Service Area

Site No	Site Name	Site Status	Recommendation	Adjusted Net Developable Area	Adjusted Area av. for expansion	Unavailable / Recommended for de-allocation
<b>Alnwick</b>						
A01	Alnwick Station	Existing	Remove existing employment protection	0	0	0
A07	Alnwick - St Thomas Units	Existing	Remove existing employment protection	0	0	0
A16	Alnwick - Hotspur Park	Existing	Remove existing employment protection	0	0	0
<b>Berwick &amp; Islandshire</b>						
B09	Norham	Allocated	De-allocate	0	0	0.469
B13	Berwick - NW of A698 Ord	Allocated	De-allocate	0	0	8.435
B14	Berwick - Spittal Point	Allocated	De-allocate	0	0	3.886
<b>Hartburn and Rural West</b>						
D16	Longhorsley - East Road	Allocated	De-allocate	0	0	0.4
D18	Scots Gap - Auction Mart	Allocated	De-allocate	0	0	0.44
<b>Morpeth</b>						
D14	Morpeth - Railway Yards	Allocated	De-allocate	0	0	1.8
D17	Extension to land at Fairmoor	Allocated	De-allocate	0	0	5.6
D19	St Marys Hospital - Stannington	Allocated	Amend site boundary to reflect reduced employment allocation	0.444	0	33.156
<b>TOTAL For North Service Area</b>		<b>11 sites</b>		<b>0.444</b>	<b>0</b>	<b>54.186</b>

7.16

Table 7.2 indicates that 11 sites, comprising over 54ha, could be de-allocated from the employment land portfolio in North Northumberland. It must be recognised that deallocation does not unequivocally rule out economic development on these sites. Rather it means that the LDF should not rely on their development for such uses when defining the employment land portfolio. If applications come forward they will need to be considered on their merit. The sites proposed for de-allocation are:

- **Alnwick:** the existing employment policy protection afforded to three existing sites (A01 Alnwick Station, A07 St Thomas' Units and A16 Hotspur Park) should be removed as the employment offer on two of the sites has been considerably diluted by non-employment uses, whilst A07 has fallen into disrepair and has lain vacant since 2005;
- **Amble:** Coquet Enterprise Park (A08) has seen very little take up in recent years and yet there remains well over 8ha of land available. Given the



limited commercial market in Amble and the proximity of much of the site to residential areas, the de-allocation / re-designation of some of the site could be an option for the LDF to consider further, although for the time being it is considered that as the site addresses indigenous, local demand in Amble, the land should be retained in its entirety for employment use;

- **Berwick & Islandshire:** 3 sites (B09 - Norham, B13 - NW of A698 Ord and B14 - Spittal Point) could be de-allocated from the portfolio, removing 12.8ha. These three sites scored poorly in the site analysis due to a variety of constraints and weak demand. Site B09 in particular is located in an unsustainable location and has no clear market demand. It is considered that should these sites be released in the LDF, there will be a need to develop a criteria-based policy to deal with any future large-scale inward investment proposals (in particular the need for significant expansion land beyond the Tweedside Industrial Estate should the remediation of the Pringle site prove prohibitive for certain industrial uses). This is addressed in Section 9.0.
- **Morpeth:** The bulk of available land relates to three sites, all at Fairmoor (Northgate), along with the former St Mary's Hospital site at Stannington which is currently under construction for a mixed use development. On the basis that the current road infrastructure difficulties can be viably overcome, the most constrained of the three Fairmoor sites, D17, could be de-allocated. In summary, revisions to the portfolio (including the de-allocation of D14) would result in the removal of just over 40ha from the town's portfolio.
- **Elsewhere in North Northumberland:** Three sites are identified for de-allocation as a consequence of their remoteness and weak market demand (D16 – Longhorsley East Road and D18 – Scots Gap Auction Mart). This would reduce the amount of available land by 0.84ha.



## South East Service Area

Table 7.3 Potential Release of Employment Sites in the South East Service Area

Site No	Site Name	Site Status	Recommendation	Adjusted Net Developable Area	Adjusted Area av. for expansion	Unavailable / Recommended for de-allocation
<b>Blyth</b>						
C01	Blyth Bebside	Existing	Remove existing employment protection	0	0	0
C05	Crofton Mill	Allocated but housing permission	<b>De-allocate</b>	0	0	1.43
C16	Blyth Bates	Allocated	Amend site boundary to reflect reduced employment allocation	6.705	0	16.575
<b>Cramlington</b>						
C23	South West Sector off Fisher Lane	Allocated	<b>De-allocate</b>	0	0	22.314
C22	Cramlington South Nelson	Allocated	Amend site boundary to reflect reduced employment allocation	1.328	0	1.29
<b>East Bedlington</b>						
F06	Bedlington Station	Existing	Remove existing employment protection from northern half of the site	0	0	0
F07	Cambois - Zone of Economic Opportunity	Allocated	Amend site boundary to reflect reduced employment allocation	1.7	0	7.2 (plus removal of 182.2ha expansion land)
<b>Ellington, Lynemouth &amp; Linton</b>						
D15	Linton Lane	Allocated	<b>De-allocate</b>	0	0	3.612
D20	Ellington Colliery	Allocated	Amend site boundary to reflect reduced employment allocation	1.0	0	19.5
<b>Newbiggin</b>						
F20	Newbiggin - Woodhorn Road	Allocated	<b>De-allocate</b>	0	0	0.3
<b>Seaton Valley</b>						
C15	Seghill	Allocated	<b>De-allocate</b>	0	0	3.47
	<b>TOTAL For South East Service Area</b>	<b>11 sites</b>		<b>10.733</b>	<b>0</b>	<b>75.691 (plus 182.2ha expansion land)</b>



7.17

Table 7.3 indicates that 11 sites, comprising over 75ha, could be removed from the employment land portfolio in South East Northumberland, plus a further 182.2ha of expansion land, which relates to the re-designation of part of the land at Cambois ZEO (F07):

- **Ashington:** There are few obvious candidates for de-allocation in and around the town, hence none are recommended at this time.
- **Blyth:** There are a number of employment sites which have been carried over from previous plan periods and which would appear to be surplus to requirements. These include: C05 Crofton Mill, C01 Blyth Bebside and C16 Blyth Bates. As regards the latter site (which is partly being developed for housing), given its strategic deep water access and current aspirations on the part of the site's owners and the local authority, it is considered that part of the site should be retained as part of a wider strategic allocation; it is recognised that the area has the potential to cater for the key sectors of renewables and off-shore wind in particular, hence the c.6.7ha site that remains under the control of the Port of Blyth should retain its employment allocation.
- **Cramlington:** The Strategic Site at C24 West Hartford provides a particularly large, high quality plot of land for a limited number of high quality large development sites for modern industry, that is intended to fulfil a key role in attracting strategic investment. It is our view that this remains probably the most deliverable large site in the County and still represents the area's prime opportunity for large scale employment development for the foreseeable future. However, given the size of the site, it may be appropriate for NCC to consider sub-dividing a proportion of the site for general employment use to accommodate overspill from the existing sites to the south. However, a large single user site should be retained for potential inward investment. A section of site C22, South Nelson Industrial Estate, could be de-allocated due to significant access issues. It is also considered that the poorly performing C23 South West Sector site (22ha) could also be de-allocated given its physical constraints and demonstrable lack of market interest since its allocation in the Blyth Valley Local Plan in the late 1990s.
- **East Bedlington:** F07 Cambois ZEO provides a substantial area of previously industrialised employment land for the County. Much of the site is owned by RWE NPower who has long term plans to redevelop the site as a 'clean' coal-fired power station. This area of land has long been a challenge to attract investment to, given substantial constraints, hence it is unlikely that it will be available for any other use except for the power station. As regards the wider site, a substantial area of land (18.37ha) exists to the west of the Four Rivers Biodiesel site, in the northern section of the ZEO; discussions with the site owners indicates that this land will not be required for their expansion purposes as there is sufficient available land within their own boundary fence for any future expansion. Hence it is considered that this area could also be re-designated.
- The ZEO could perform a useful regional function due to its size; however, due to its relative isolation, uses on this site would have to comprise



destinations in their own right, such as the aforementioned energy proposals. A detailed analysis of the nature, timing and viability of uses on this wider site is beyond the scope of this ELR and would need to be subject to a further viability study; however, in the absence of such a report, it is recommended that the 182ha currently held as expansion land should be re-designated, with the land under RWE ownership identified specifically for '*energy generation uses*'. The remaining land would not necessarily require a specific allocation.

- As regards the remaining land within the ZEO that is specifically allocated for employment use (8.9ha), some 7.2ha relates to a site to the north of the rail line (beyond the RWE site), the former Vald Birn land, which is now subject to an application for residential development. It is suggested that this part of the ZEO is in an area of very weak market demand and the site would require substantial remediation work to bring it back into employment use. Therefore it may be possible to de-allocate this section of the ZEO.
- The role of the LDF is to make realistic spatial judgements on where employment development is expected to take place. The approach described is considered to represent a pragmatic realistic approach to considering the economic potential of the ZEO.
- **Bedlington Station:** The northern half of site F06 is currently vacant and comprises unused buildings of poor quality, whilst the southern half is in use as an electronics factory by Welwyn Electronics and is in average condition. Given the likelihood of viability issues resulting from demolishing/refurbishing the existing vacant units, it is considered that employment site protection could be removed from the northern half of the site but retained for the Welwyn Electronics area to the south.
- **Seaton Valley:** Much of the C15 Seghill site is being developed for a new first school, whilst the remaining vacant land is considered unattractive to the market; hence it is identified for de-allocation.
- **Remainder of South East Northumberland:** D20 Ellington Colliery (20.5ha) is unlikely to be viable in its entirety due to significant constraints (specifically infrastructure and remediation costs alongside weak market demand indicate that the site may struggle to be viable without public sector investment). The de-allocation of most of the site from the portfolio (with a small 1ha area remaining relating to a current application for residential-led development featuring some small office starter units), plus the de-allocation of D15 Linton Lane (3.6ha) and F20 Newbiggin Woodhorn Road (0.3ha) would remove 23.3ha.



## West Service Area

Table 7.4 Potential Release of Employment Sites in the West Service Area

Site No	Site Name	Site Status	Recommendation	Adjusted Net Developable Area	Adjusted Area av. for expansion	Unavailable / Recommended for de-allocation
<b>East Tynedale</b>						
E32	Newlands - Marley Tile Co.	Existing	Remove existing employment protection	0	0	0
<b>Haltwhistle &amp; West Tyne</b>						
E22	Haltwhistle - West of Park Road	Allocated	De-allocate	0	0	4.876
<b>Hexham &amp; Hexhamshire</b>						
E20	Hexham - Former Bunker	Allocated	Amend site boundary to reflect reduced employment allocation	0.6965	0	0.6965
E34	Riding Mill - Wentworth Garage	Existing	Remove existing employment protection	0	0	0
E35	Hexham - The Goods Yard	Expansion Land	Amend site boundary to reflect reduced employment expansion land area	0	1.8475	(1.8475)
<b>Mid Tyne</b>						
E18	Colwell	Existing	Remove existing employment protection	0	0	0
<b>North Tyne &amp; Redesdale</b>						
E24	Bellingham - South of Demense Farm	Allocated	De-allocate	0	0	0.157
<b>Ponteland</b>						
D09	Berwick Hill - West End	Existing	Remove existing employment protection	0	0	0
D22	Newcastle Airport	Expansion Land	Redesignate Expansion Land	0	0	(25.578)
<b>Prudhoe</b>						
E12	Low Prudhoe	Allocated	Amend site boundary to reflect reduced employment allocation	4.032	0.768	2.005
E28	Mickley - Tyne Valley Garden	Existing	Remove existing employment protection	0	0	0
	<b>TOTAL For West Service Area</b>	<b>11 sites</b>		<b>4.7285</b>	<b>2.6155</b>	<b>7.7345 ( plus 27.4255ha expansion land)</b>

7.18

Table 7.4 indicates that 11 sites, comprising almost 8ha of allocated employment land, plus a further 27.4ha of expansion land, could be removed from the employment land portfolio in West Northumberland.

- **Hexham** The Former Bunker (E20) and the Goods Yard (E35) have



problematic ownership issues, with developers seeking highly value uses on the sites. As a consequence, it is recommended that the sites are only likely to come forward for a mix of uses to facilitate office/industrial for the foreseeable future; this would reduce the available employment allocation by 0.7ha, and the amount of expansion land by 1.85ha.

- **Ponteland:** Whilst there is 25ha of expansion land available at Newcastle Airport (D22) to the south of Ponteland, this is likely to be used as overspill car parking for the Airport in future years and is hence it is unlikely to contribute to the employment land portfolio other than in an ancillary capacity.
- **Prudhoe:** The substantial and successful industrial estate at Low Prudhoe (E12), still has 6ha of land available for B-Class use. However, it is understood that two plots have firm interest to be taken up in the near future, whilst a 2ha site in the southern section of the estate requires significant remediation works which are likely to be sufficiently expensive to render the land undevelopable for most uses.
- **Remainder of West Northumberland:** Haltwhistle – West of Park Road (4.9ha E22) is a constrained site (in terms of access, adjoining uses, topography and the presence of pylons within the site) currently in use for grazing. The removal of this site, plus the small site South of Demense Farm at Bellingham (E24, 0.16ha), a poor quality site in a remote area, would remove a further 5ha.

- 7.19 It should be noted that sites E32, E34 and E28 were originally designated under Annex C of PPG2 ‘major developed sites in the greenbelt’. It was not the intention of the PPG to have large areas of housing when the original use was something else in the past. Hence whilst it is recommended that employment protection should be removed from the sites, where appropriate, employment could still be positively promoted on the sites, within the confines of PPG policy.
- 7.20 The three tables suggest that a total of 34 sites could either be de-allocated or subject to a less prescriptive planning policy. This would equate to the removal of 137.6ha of committed employment land from the employment land portfolio, plus the re-designation of a further 210ha of current expansion land
- 7.21 **This would leave a total forward supply of 222.585ha of employment land (including 6.8ha of former expansion land at Egger now with extant planning permission for industrial use), plus 7.03ha of windfall sites with extant planning permission, thus equating to a forward supply of 229.615ha, with a further 107ha of expansion land/sites under option. In general terms, this suggests that given the level of demand, there would be a quantitative need for around 64-87ha of new employment land in the County to 2030.**
- 7.22 This situation should be monitored regularly and the status of sites reviewed in the light of the future balance of demand/supply or if a strong need emerges to release lower quality employment land for housing/other facilitating uses. If the Council wished to release some employment sites in future for other reasons, this would need to be carefully considered in light of market



conditions in the area. Factors to be considered in choosing potential de-allocation sites would include:

- a An allocated site has failed to attract development interest after active promotion over a period of 10 years;
- b The overall quality of the site as an employment location, drawing on the rankings in this study;
- c Levels of occupation/vacancy by employment uses on the site;
- d Any adverse impacts on adjoining area from employment operations on the site;
- e The scope to relocate existing uses on the site;
- f Whether using the site for alternative uses would achieve important planning benefits;
- g The role of the site in relation to changing patterns of economic/sectoral activity.

7.23 We would reiterate again that de-allocating a site does not mean that a future planning application for employment uses **MUST** be refused. Rather, that its development for employment purposes should not be planned for or relied upon when drawing up the LDF. Every application will be treated on its merits.

### **Intensification Opportunities**

7.24 There may also be further opportunities for the redevelopment of existing employment premises in order to provide additional space which was not identified in the site assessment process of this study. This could particularly apply to town centre office developments which could be intensified by increasing their height, predominantly in South East Northumberland. There are examples of such redevelopments occurring in recent years in Tyne and Wear, specifically Newcastle City Centre and the Baltic Business Quarter in Gateshead, although such schemes are likely to be few and far between in Northumberland where lower density lower rise development has been, and is, the norm.

7.25 It is also possible that some of the likely shortfall of office supply could be met by redeveloping any surplus industrial land on existing sites. However, from the consultant's experience elsewhere, it is not always possible to redevelop parts of industrial estates to provide offices that are attractive to the market, given the different types of environments and surroundings the former often have. In addition, many of the industrial areas in Northumberland are some distance from major public transport nodes which is one of the important factors for office occupiers (and would raise concerns regarding PPS4 compliance). Some are also being sought for waste management uses, recycling and/or renewables. In situations where this approach to creating new office space might work, a carefully master-planned approach would be needed with distinct areas for offices separated from industrial uses and towards the frontages of sites. Even so, such schemes can be difficult to deliver in areas of more marginal demand.



## Site Availability and a Five Year Supply

- 7.26 The supply of employment land for development is highly dependent upon availability; private landowners simply may not wish to release land for development. This could be because their handling of the land is restricted by title issues or trusts, or because they have alternative aspirations for the site, often for higher value uses such as residential. A robust evidence base underpinning the LDF is therefore important in providing the conditions necessary to support, protect and bring forward valued employment sites for development.
- 7.27 Notwithstanding ownership and planning policy constraints, the financial viability of a site plays a crucial role in determining whether it comes forward for development. Development costs (particularly site remediation), anticipated demand and rental levels are all fundamental components of a scheme's viability and if these are considered to be unfavourable at a particular site then landowners are unlikely to put the land forward, and developers will not invest in the site's development.
- 7.28 In such instances, public sector intervention may be required in the form of subsidy, grant or gap funding to make a site stack-up financially. Alternatively, (in increasingly in austere times) a site could be brought forward as a mixed-use scheme to enable higher value uses to cross-subsidise the provision of new employment land / premises. Public sector investment should focus upon facilitating parcels of ready-made, serviced, development land. It is acknowledged, however, that through the anticipated plan period, and certainly in the short term, such funding will be limited, hence the importance of mixed use schemes will increase.
- 7.29 Whilst applying specifically to the south east region, the SEEPB guidance on ELRs is seen as a guide for undertaking ELRs across the country and is expected to be rolled out across other regions in the foreseeable future. The guide emphasises the need to ensure a rolling 5 year supply of employment land, similar to the 5-year housing land requirement which is required by PPS3.
- 7.30 If demand for B class employment space were to be spread equally over the 20 year study period (2010-30), then clearly 25% of the requirements for space would fall in the first five years. **This means that based on the low end of the range of demand forecasting identified in Section 6.0 (i.e. 293ha 2010-30), this would require an additional 34.2ha of B1 office/R&D/Light industry within the 2010-2015 period, 23.5ha of B2 general industrial land and 15.5ha of B8 warehousing land<sup>48</sup>.**
- 7.31 An attempt has been made to provide an indication of the availability of the portfolio of sites identified above to meet this 5-year target. To ensure that the County is able to maintain a variety and choice of sites throughout the plan

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<sup>48</sup> Future allocations need to be flexible with regard to the proportion of each B-class provided as it would be counter-productive to specifically allocate sites for one B-use class



period we have considered the development constraints of each site within the portfolio and categorised them as follows. Some correlation can be expected between the complexity and costs of redevelopment and the time it takes to deliver a site. The categories below are broadly ordered according to ease of delivery.

- **Immediately available (years 0-5):** Cleared sites with an established access that would incur little or no abnormal costs of site preparation or servicing.
- **Minor constraints:** Cleared sites that from our knowledge of them would require modest costs of site servicing or remediation (years 6-10).
- **Major constraints:** Cleared sites requiring substantial costs of site servicing or remediation prior to redevelopment including mitigation of flood risk / congestion / significant ownership constraints (over 10 years). This includes sites that would require significant site assembly to bring forward.
- **Expansion land / under option:** Sites where areas of land are allocated for employment, but which are tied to particular occupiers and hence are not considered to be readily available to the commercial/industrial market (unavailable).

- 7.32 It should be stressed that notwithstanding the nature of the constraints identified all the sites have been considered in the market assessment and deemed viable and likely to come forward in the plan period.
- 7.33 Our assessment of the portfolio of sites at Appendix 9, summarised in Table 7.5, identifies 30 immediately available sites totalling 74.5 ha, plus a further 7.03ha of windfall sites with extant planning permission for employment use. Measured against the estimated 5-year requirement of 73.3ha, **this equates to a modest oversupply in the five years' land supply of general employment land of around 8ha.** There are a further 26 sites totalling 121.2ha with only minor constraints to delivery (a further five years supply, years 5-10).
- 7.34 As regards land specifically available for B1 office over the next five years (as required by PPS4) it is estimated that there is 28ha immediately available, compared to a requirement of around 7.5ha, indicating an over supply for the first five years.
- 7.35 Most of the more populous Service Area localities have at least some employment land available, although it is clear that Hexham & Hexhamshire has less than 1ha of available land (excluding the Egger expansion site), whilst Ponteland and Prudhoe also have very little.
- 7.36 This indicative delivery strategy is largely an academic exercise that ignores the state of the economy and development cycles. It would be a mistake to be excessively reliant upon these timescales. In the real world the market plays



an important role in determining when sites will be brought forward. It is recommended that NCC monitors the availability of employment sites on an annual basis with a view to maintaining a five year supply of immediately available development sites.

Table 7.5 Indicative Delivery Strategy

Service Area Locality	Immediately Available (0-5 years)	Minor Constraints (6-10 years)	(Over 10 years)	TOTAL
Alnwick	3.9	4.4	0.0	8.3
Amble	8.9	0.0	0.0	8.9
Berwick & Islandshire	4.8	3.4	3.7	11.8
Coquetdale	0.0	0.0	0.0	0.0
Glendale	2.1	0.0	0.0	2.1
Hartburn & Rural West	0.0	0.0	0.0	0.0
Morpeth	1.6	11.2	9.2	22.0
Seahouses & Belford	1.6	2.0	0.0	3.6
Widdrington & Cresswell	1.2	0.0	0.0	1.2
<b>North Service Area Total</b>	<b>24.1</b>	<b>21.0</b>	<b>12.9</b>	<b>57.9</b>
Blyth	6.9	10.1	0.0	17.0
Choppington Stakeford & Guidepost	0.1	0.0	0.0	0.1
Cramlington	14.3	63.0	0.0	77.3
East Ashington	14.5	14.5	11.6	40.6
East Bedlington	0.0	7.8	1.7	9.5
Ellington, Lynemouth & Linton	1.0	0.0	0.0	1.0
Newbiggin	0.0	0.0	0.0	0.0
Seaton Valley	0.3	0.3	0.0	0.6
West Ashington	5.4	0.0	0.0	5.4
West Bedlington	0.0	0.0	0.0	0.0
<b>South East Service Area Total</b>	<b>42.5</b>	<b>95.7</b>	<b>13.3</b>	<b>151.5</b>
Allendale	3.0	0.9	0.0	4.0
East Tynedale	6.8	1.6	0.0	8.4
Haltwhistle & West Tyne	0.1	1.6	0.0	1.7



Service Area Locality	Immediately Available (0-5 years)	Minor Constraints (6-10 years)	(Over 10 years)	TOTAL
Hexham & Hexhamshire	0.8	0.1	0.7	1.6
Mid Tyne	0.0	0.0	0.0	0.0
North Tyne & Redesdale	0.2	0.4	0.0	0.6
Ponteland	0.0	0.0	0.0	0.0
Prudhoe	4.0	0.0	0.0	4.0
<b>West Service Area Total</b>	<b>14.9</b>	<b>4.6</b>	<b>0.7</b>	<b>20.2</b>
<b>NORTHUMBERLAND TOTAL</b>	<b>81.5</b>	<b>121.2</b>	<b>26.8</b>	<b>229.6</b>

## Qualitative Factors

7.37 Even where there is no quantitative shortfall of space, in some circumstances additional land may be needed for qualitative reasons, for example to provide a better choice of provision for occupiers, to meet gaps in the supply of particular types of premises, sites which cater for specific sectoral requirements or to improve or modernise the quality of current provision and so help attract more occupiers. Qualitative needs are considered for each broad property type/area individually.

### Offices

7.38 Northumberland's office market is relatively limited in its size and quality of offer, although both have improved considerably over the last decade with the new developments mentioned earlier in this report. The office market is a reflection of a number of factors including the modest size of most of the towns and settlements, the poor road network in many parts of the County and the strong competition from the well established high quality schemes on Tyneside (some of which have the added fiscal incentives provided by their former Enterprise Zone status). As seen in the evidence base there are very low levels of vacancy in modern office developments.

### North Service Area locality

7.39 **Alnwick** has just over 50% of the new self contained offices at Cawledge Business Park still available as well as a handful of small suites in older buildings in the town centre letting off relatively cheap rents. Enquiries of the letting agent for Cawledge have confirmed that demand is currently for small units of around 1,000 sq ft and is mainly locally driven. Anecdotal evidence suggests that currently there may be some reluctance for businesses to move across the A1 from the town centre but we would expect Cawledge to become more attractive to occupiers with the provision of other complimentary uses, such as a hotel and pub/restaurant and as the remainder of the business park matures.



- 7.40 **Berwick and Islandshire** would need to demonstrate a clear demand for additional offices. Gladman have planning permission for around 70,000 sq ft (24 buildings) at Ramparts Business Park, of which less than half of the 6 units currently completed have been occupied. Enquiries of Gladman have revealed that demand is weak and they have experienced difficulty in moving businesses out of Berwick Town Centre to new, more modern (and more expensive) accommodation.
- 7.41 **Morpeth** is considered by agents and developers to have potential for future office growth given its ability to attract directors and owners of businesses to live in and around the town and its good road communications via the A1 to Tyneside. The new space at Sanderson Arcade has provided small to medium sized suites in the town centre although there appears to be very limited other town centre options. Telford Court remains popular (again given its proximity to the A1) but the older space at Longhirst Hall is likely to prove more difficult to let. There is likely to be future demand for new good quality offices but given current trends, this is likely to be for sizes of no more than 5,000 sq ft in terms of speculative development. The area around Fairmoor would appear to have the greatest potential of the existing committed employment sites.
- 7.42 **Other settlements within the North Service Area locality:** There appears to be no significantly-sized office market within any of the other settlements within the North Service Area. Any demand which there is, is likely to be small scale and very localised and it is therefore difficult to justify future office provision other than where there is specific, proven, demand.
- South East Service Area locality**
- 7.43 **Cramlington:** Northumberland Business Park provides a range of accommodation on a good quality business park. There appears to be adequate development land on the park to meet future needs which, based on analysis of past take up and discussions with the main developer Gladman, would appear to be primarily for smaller sized accommodation from one or two manned serviced offices to 2,000 – 5,000 sq ft units. Above this size threshold, there would need to be proven demand to attract a developer to provide larger offices, particularly given the nearby competition from Newcastle and North Tyneside.
- 7.44 **East/West Ashington** has proved relatively weak in demand terms for offices. For example the small self contained offices at Wansbeck Business Park have proved difficult to let.
- 7.45 Our experience of **Blyth** suggests that previously there has not been an established office market although there have been requirements for small suites like those developed near the port. Although we do not have any specific evidence it is likely that with the growth of the renewable energy sector around Blyth there may be increased demand from related industries for offices in this area.



**West Service Area locality**

- 7.46 **Hexham and Hexhamshire** is also seen as potentially a good office location by agents and developers. The wider steering group felt that Hexham possibly ‘missed the boat’ during the property boom of the last decade as there were not the sites or premises available to take advantage of the good market conditions. Apart from a few older town centre suites the main scheme currently available is phase 2 Beaufront Business Park but discussions with the letting agent have revealed that this could be taken up by a single enquiry. The letting agent for Beaufront Park has confirmed that there is evidence of requirements for 500 – 2,000 sq ft suites and one or two larger requirements for up to 10,000 sq ft. Once Beaufront Park is taken up there would be nothing in Hexham to cater for these requirements. Approximately 3 years ago Gladman were looking at a site at Bridge End to develop small to medium sized offices 2,000 – 10,000 sq ft but discussions faltered due to the market falling away and there were also concerns about land costs.
- 7.47 The above suggests that in the future, there is likely to be demand for an office Business Park to cater for **Hexham**, Corbridge and the surrounding **East Tynedale** area. This could be a stand-alone office park or a specific area planned for B1a, as office occupiers (particularly prestige and national businesses) generally do not like to share sites with industrial occupiers.
- 7.48 **Ponteland** is currently served by Prestwick Park which provides high quality small units within a business park environment. There are examples at Prestwick Park of demand for smaller offices from directors and wealth creators who live locally and have been attracted by Ponteland’s good quality housing and other local amenities. Although there are examples of small businesses moving out of Newcastle to Ponteland, Ponteland could suffer from competition from Newcastle Great Park (NGP), Newcastle City and North Tyneside for larger offices. In particular, at NGP, completed offices include the 400,000 sqft Sage Plc development and Esh Plaza – two buildings comprising 36,000 sq ft let to the PCT in its entirety, and 30,000 sq ft of which 6,000 sq ft is let to Persimmon (the owners of NGP). The remaining 24,000 sq ft is currently vacant, whilst Esh have an option to develop out two further buildings totalling 60,000 sq ft. It is considered that they are unlikely to take this up until the current vacant space is let or the market improves.
- 7.49 Consequently, it is clear that there is some overlap between the office market at Ponteland and north Newcastle (and specifically NGP); hence, the current relatively high level of vacancies in NGP is likely to dampen demand for standard office space in Ponteland itself. However, even allowing for this, it is considered that demand for further office accommodation in Ponteland remains strong, particularly for high quality units providing a different offer from that which is currently available at NGP. Furthermore, as Prestwick Park fills up and businesses look for move on accommodation there could be future requirements for further office provision within the village.



**Industrial**

- 7.50 In the last 10 years, larger speculative industrial property development (i.e. units in excess of 10,000 sq ft) has largely been restricted to the south east service area. Beyond this area, Northumberland's industrial market is generally localised in nature although there have been one or two other large industrial development areas (for example Prudhoe).
- 7.51 In the current market there is limited appetite from developers for speculative industrial development and this is likely to continue for at least the next 2-3 years unless there is some incentive or support to make development profitable. Otherwise, developers will continue to look to pre-let or sell accommodation prior to committing to a development in order to reduce the risks involved.
- 7.52 Regarding the main industrial locations in the County:

**North Service Area locality**

- 7.53 **Alnwick** currently has a supply of workshop accommodation ranging from 1,000 – 3,000 sq ft. Discussions with local agents George F White have confirmed that currently demand is generally from local companies looking for 1,500 – 2,000 sq ft. It is, however, likely that future provision will be required for small workshops and potentially grow on accommodation of units up to 10,000 sq ft. Discussions with Whittle Jones revealed that, from their experience in Alnwick, they would look to provide further units of this sort of size once the market improves. However, they have said that they would prefer to be nearer the town and to the west of the A1. As Lionheart becomes more established this is likely to become the main area for new industrial development in Alnwick.
- 7.54 **Berwick and Berwickshire:** modern industrial supply is primarily limited to the Ramparts Business Park, where there are units from 2,500 – 4,500 sq ft currently. Discussions with Edwin Thompson have revealed that current demand is mainly from local companies for small units of up to 1,000 sq ft. Their experience in the locality leads them to believe that future speculative provision will need to be small and affordable to local companies. There may be some demand from local occupiers for some larger specific requirements but again such provision will need to be affordable in terms of land and build costs.
- 7.55 **Morpeth:** currently there is a range of small to medium sized units available at Coopies Lane and Pegswood. Experience suggests that there is a reasonable demand from both local companies and some nationals requiring representation in the town. Coopies Lane is somewhat congested and some properties appear to have been built on a piecemeal basis. Demand is likely to be for small units, from start up space through to move on accommodation up to 5,000 sq ft. Above 5,000 sq ft will probably require specific demand from particular occupiers. Given the above comments regarding Coopies Lane, it is likely that new development will take place on a new site. Provided the land



around Fairmoor can be adequately accessed, this would appear to be a good location for future development.

### **South East Service Area locality**

- 7.56 **East/West Ashington** appears to have a reasonable supply of available industrial units up to 10,000 sq ft. Discussions with agents currently active in Ashington has revealed that recent demand has generally been for smaller units in the 1,500 – 4,000 sq ft range which is where any future speculative development is likely to be pitched.
- 7.57 **Blyth's** current available supply ranges from workshops of 1,000 sq ft upwards which has accounted for most of the letting activity on the industrial estates in the last few years. There is some limited larger older space available but this is only really been useful for cheap storage and does not really meet the needs of modern occupiers. There is likely to remain a steady local demand for smaller units at sensible rents and incentives. The main future demand is likely to be driven by the renewable energy sector which will require larger bespoke buildings to meet particular needs as well as future warehousing associated with potential increased port activity.
- 7.58 **Cramlington** has in the past few years been the main focus for new industrial development particularly Nelson Park West and North Nelson. There is currently a range of sizes, ages and specifications of space available from workshops through to large factory units. There continues to be a relatively healthy demand with enquiries across a range of sizes and its success as a location is recorded in the large number of deals done in the last 3 years. Developers are currently reluctant to develop speculatively unless backed by pre-lets or pre-sales but there is likely to be continued demand in the future for medium to large sized units (5,000 – 50,000 sq ft) based on previous activity.
- 7.59 Future demand will inevitably put pressure on what land is still available on the main established industrial estates and it is likely for larger units (either bespoke for a particular company or larger scale speculative developments) that developers will look towards the strategic site at West Hartford to help fulfil future needs. West Hartford also remains the main industrial site in the County for future potential large inward investment projects.

### **West Service Area locality**

- 7.60 At **Haltwhistle and West Tyne** there is limited industrial accommodation currently available within Haltwhistle but the majority of the local demand appears to be satisfied between two main industrial estates.
- 7.61 **Hexham and Hexhamshire** currently has almost no available industrial units. Its size, location and current lack of available units suggest that there should be demand for industrial units with potential demand for a range of sizes up to 10,000 sq ft which would substantially improve the quality of Hexham's offer. There does, however, seem to be a recognition from agents and developers



that there is currently a lack of good quality land available for industrial development at prices which, when the market improves, will allow speculative development to take place.

7.62 **Prudhoe** currently has a very low level of available industrial space. Both NCC and Whittle Jones have reported steady enquiry levels particularly for small to medium sized units. There does, however, appear to be a lack of good available sites for development which is likely to be required in the future once the property market improves.

7.63 **Rural Locations elsewhere in the West Service Area** again may have very local demand for start up accommodation to encourage local businesses but this needs to be assessed on a more individual settlement basis. Overall in these areas it is difficult to identify any specific requirements to meet anything other than small, indigenous needs.

7.64 It is a common theme throughout the north east that speculative industrial development is marginal (at best) in terms of profit and there is a need to consider how, when the market improves, developers are assisted and encouraged to bring forward new industrial properties on new sites. One possibility could involve using some higher-value enabling development to help cross subsidise lower value uses.

### **Start up Premises**

7.65 In general the County appears to have a reasonable supply of business starter units spread throughout its area. In the main, these are industrial workshops which exist on the main industrial estates. There are, however, examples of small office premises e.g. Ridley's Yard, Catton, Ellington Business Centre and some small office suites which have been constructed and which could also perform a start up function for local companies.

7.66 It is interesting to note that Gladman, in a joint venture with United Business Centres, have converted one of their larger buildings at Northumberland Business Park to provide serviced offices which appear to have been successful with 50–60% occupation rates.

7.67 There are areas (such as Low Prudhoe and Hexham) where there are currently very low vacancy rates and there will be a need to ensure that there is a ready supply of start up accommodation as well as move-on accommodation for business activities.

### **Conclusions**

7.68 A detailed assessment of the committed employment sites in the County suggests that some 137.6ha could be de-allocated from the portfolio, relating to 21 sites.



- 7.69 This would leave a total forward supply of 215.79ha of employment land, plus 7.03ha of windfall sites with extant planning permission, 6.8ha of former expansion land at Egger now with extant planning permission for industrial use, thus equating to a forward supply of 229.62ha, with a further 107ha of expansion land/sites under option<sup>49</sup>. In general terms, this suggests that given the level of demand (293-317ha), there would be a quantitative need for around 64-87ha of new employment land in the County to 2030. The balance between supply and demand is summarised below for each locality:

## North Service Area

### Alnwick

Alnwick currently has 11 industrial estates in the town, including Willowburn, Lionheart Enterprise Park and Hotspur Park. However, only **6.4ha remains available**, primarily at West Cawledge (A17), Lionheart Enterprise Park Phase 2 (A18) and Greensfield Moor (A19). It is recommended that these sites should be retained and protected for employment use along with the other smaller allocations in and around the town; however, the existing employment policy protection afforded to three existing sites (A01 Alnwick Station, A07 St Thomas' Units and A16 Hotspur Park) should be removed as the employment offer on two of the sites has been considerably diluted by non-employment uses, whilst A07 has fallen into disrepair and has lain vacant since 2005.

Regarding the need for future additional requirements, there is perceived to be a general lack of demand for industrial units other than from indigenous occupiers looking for small-medium sized units of no more than 10,000 sq ft. It is considered that once sites A17, A18 and A19 have been built out, there would be a need for a allocation of perhaps **10ha for industrial uses in the longer term if demand is proven**. As regards office demand, there has been some concern regarding the high levels of vacancies at Cawledge Business Park and in the current economic climate it is unlikely that further speculative out-of-centre office development would be viable given the weak market demand and the presence of cheaper accommodation in the town centre, hence no further B1 office allocation is considered necessary.

In addition, in order to support the successful Alnwick Castle and Gardens, it is understood that there are aspirations on behalf of local developers to develop a hotel and associated facilities in and around Alnwick. Rather than make a specific site allocation, it is considered that a flexible criterion-based policy for hotel and tourism development would be appropriate and allow the market to come forward with proposals to meet the identified need.

### Berwick & Islandshire

The town of Berwick upon Tweed had just under 23.5ha of available employment land in 2009, with a further 1.3ha held for expansion at Tweedside. The town has seen relatively low levels of take up in recent years, with just 35,760sqm taken up since 1991. The site assessment work has concluded that three sites (B09 - Norham, B13 - NW of A698 Ord and B14 - Spittal Point) could be de-allocated from the portfolio, **resulting in a revised forward supply of 10.7ha** (11.8ha including sites with extant permission for employment use). These three sites scored poorly in the site analysis due to a variety of constraints, with weak demand and (in relation to B09) unsustainable locations being particular issues.

<sup>49</sup> The 107ha of expansion/option land is apportioned on sites throughout the County, with the larger sites comprising 18ha is located at Cramlington Bassington (C07), 34ha at Cramlington Windmill (C11), 9ha at Blyth North Harbour (F08) and 7ha at Morpeth Whalton Road (D04).



In terms of future requirements, the town has several established industrial estates that have available land, most notably B12 Ramparts Business Park, which has almost 10ha of land still available despite the recent construction of four units. It is understood that there are no plans to build Phase 2 until a pre-let or sale is arranged. It is considered that **no further allocations are required** for Berwick & Islandshire, as existing allocations have sufficient availability; demand remains uneven and highly localised for both industrial and office space; and from a sustainability and planning policy perspective, efforts should be concentrated on recycling/regenerating existing employment areas such as the former Pringle factory.

### Morpeth

The town of Morpeth and surrounding area has around 61.5ha of employment land, with a further 7.6ha held for expansion. However, the bulk of available land relates to three sites, all at Fairmoor (Northgate), along with the former St Mary's Hospital site at Stanington which is currently under construction for a mixed use development which would remove 33ha from the portfolio. On the basis that the current road infrastructure difficulties can be viably overcome, two of the three Fairmoor sites are recommended for retention, whilst the most constrained of the three sites, D17, could be de-allocated. Higher value uses could be considered on land immediately to the south of D21 to help facilitate the wider development. Further revisions to the portfolio (namely the de-allocation of D14 – Morpeth Railway Yards) would result in the removal of just over 40ha from the town's portfolio, leaving **21.0ha** (22.0ha including sites with extant permission).

In terms of future requirements, it is considered that Morpeth as a commercial location has considerable potential for strong employment growth due to its attractive surroundings and proximity to Tyne and Wear and the A1. There is however a perceived lack of good quality reasonable sized industrial space to cater for future development anticipated demand. Recent years have also seen a dearth of good quality offices although this has, for the time being, been addressed by the newly available town centre offices at Sanderson Arcade. However, there appear to be limited alternative town centre options. Depending upon the revised Fairmoor allocation coming forward as planned, **it is anticipated that Morpeth could require further office and industrial provision in future years of around 5ha**, with good sites needed for prestigious office provision either town centre or on the edge of town in the medium term. Fairmoor is the key location but its prospects continue to be held back due to poor access to the adjacent A1. A mixed use scheme could potentially provide funding to open up the site.

### Elsewhere in the North Service Area

Beyond the larger market towns in this northern area of the County, in the Key Service localities of Amble, Coquetdale, Glendale, Seahouses & Belford, Hartburn & Rural West, and Widdrington & Cresswell, there are 12 existing/committed sites totalling 16.6ha. These sites generally performed poorly in the site analysis due to their remoteness, weak market demand and small size, with three sites identified for de-allocation as a consequence (D16 – Longhorsley East Road and D18 – Scots Gap Auction Mart). This would reduce the amount of **available land to 15.8**, of which well over half (8.9ha) relates to the sizeable Coquet Enterprise Park in Amble.

In general, the small settlements and highly rural nature of northern Northumberland beyond Alnwick, Berwick and Morpeth have very localised demand for industrial units and which generally lack any established office market other than rural micro-businesses. Take up in these areas has been very weak in recent years, and whilst it will be important to support those companies that do have a presence in towns such as Wooler and Amble, given the amount of land available, **it is not considered that any new B-class allocations should be provided, with rural needs being met through conversions of redundant rural buildings** and other smaller scale developments.



## South East Service Area

### East/West Ashington

Ashington's former industrial legacy has been progressively diluted, with a substantial amount of new 'white collar' jobs being provided in recent years. However, a number of large industrial estates remain, with some **46ha available** across six sites, including 35ha at F12 Ashwood Business Park. It is still generally viewed by the market as a centre for B2 industrial use despite the new B1 jobs, and the town competes on an unequal footing with many of the large, traditional, manufacturing sites in Tyneside. There are few obvious candidates for de-allocation in and around the town, hence none are recommended at this time.

In terms of Ashington's future requirements, whilst a substantial amount of floorspace has been built since 1991 (almost 56,000 sqm, primarily at Wansbeck Business Park and North Seaton), demand over recent years has been patchy. It is considered that given the quality of existing estates such as the F10 Wansbeck Business Park, the provision of good quality secondary space at locations such as F01 Jubilee Industrial Estate and the substantial amount of land that remains available at the recently established F12 Ashwood Business Park adjacent to the A189 spine road, no further allocation is necessary.

### Blyth

Blyth has around 35ha of employment land remaining for development (and a further 3.6ha for expansion land). There are a number of employment sites which have been carried over from previous plan periods and which would appear to be surplus to requirements. These include: C05 Crofton Mill (extant planning permission for housing), C01 Blyth Bebside and C16 Blyth Bates, which has the potential to cater for the key sectors of renewables and off-shore wind in particular. It is estimated that **around 17ha would remain available** for B-class employment allowing for the proposed de-allocations, of which less than 4ha is estimated to be available in the short term, with the remainder subject to a variety of constraints including flood risk, contaminated land and the presence of HSE consultation zones.

In terms of future requirements, there remains a concern that the removal of much of the Blyth Bates site would result in an insufficient allocation of sites south of the river, particularly given potential future demand from the land-hungry renewables sector which is likely to require good quality manufacturing space as well as future warehousing associated with potential increased port activity. As such, it is considered that there could be **further scope for an allocation of around 10ha in the vicinity of the town**, with good road access and in close proximity to the Port.

### Cramlington

Cramlington has absorbed significant overspill development from Tyneside and has been relatively successful, in large part due to its close proximity to the trunk roads A19 and A1. This area has the largest amount of land available in Northumberland – 101ha, with a further 60.8ha available for expansion. Within this allocation, the Strategic site at C24 West Hartford provides a particularly large, high quality plot of land that is intended to fulfil a key role in attracting strategic investment. Given the size of the site, it may be appropriate for NCC to consider sub-dividing a proportion of the site for general employment use to accommodate overspill from the existing sites to the south without detriment to the site's key strategic purpose – **a sizeable single user site must be retained for inward investment opportunities**. It is also considered that the poorly performing C23 South West Sector site (22ha) could also be de-allocated given its physical constraints whilst site C22 South Nelson Industrial Estate could be revised in size as 1.29ha cannot be accessed as it would require a route to be taken through a designated sports field. Other sites in the town performed very well in the analysis, however, and their retention and the modifications to C24 would result in an available portfolio totalling some **77ha** (of which just 13ha is



considered to be available in the short term).

In terms of future demand, it is considered that the town provides employment land that performs a sub-regional function, with very high levels of take up in recent years, particularly Nelson Industrial Estate and C07 Bassington Industrial Estate. Demand remains for industrial and warehouse units of a range of sizes but particularly medium to large sized units of good quality. There appears to be adequate B1 development land on C10 Northumberland Business Park to meet future needs, with demand focused on the smaller 2-5,000 sqft units for office space. It is considered that with the retention of C24 West Hartford as a Strategic Site, and given the available land at C07 and the Nelson Park sites, there is **no requirement for additional allocations** to 2030.

### East Bedlington

Whilst the towns of Bedlington and Bedlington Station currently have no available employment land, sites at Barrington, Barrington Brickworks, Cambois, Blyth North Harbour, West Sleekburn and Earth Balance saw development totalling over 38,000sqft of floorspace for B1, B2 or B8 uses since 1991. The area to the north of the River Blyth at West Sleekburn and the F07 Cambois ZEO provides a substantial area of heavily industrialised employment land for the County, comprising 16.7ha of available employment land, and a further 182ha held for expansion at the Cambois ZEO.

The Cambois former power station site expansion land and the wider Blyth Estuary Growth Area has considerable potential to accommodate new, land hungry, renewable energy industries. Much of F07 is owned by RWE NPower who has long term plans to redevelop the site as a 'clean' coal-fired power station, and hence it is unlikely that it will be available for any other use except for the power station. As landowners of other areas of the site, specifically Four Rivers bio-diesel, have no plans to expand their operations beyond their own boundary fences, it is recommended that the employment protection currently afforded to the 182ha of 'expansion land' should be revoked, with the land under RWE ownership redesignated, specifically for '**energy generation uses**'. Part of the remaining allocated employment land is now subject to an application for residential development and given the constraints and weak market attractiveness of the site, it could be de-allocated. This would leave an **allocation of 9.5ha** for specific B-class uses.

The vacant northern half of Bedlington Station (F06) is unappealing to the market in its current state and is likely to have substantial viability issues for re-development. Therefore, employment protection could be removed from this part of the site.

### Seaton Valley

Seaton Delaval, and the adjoining settlement of Seghill in South East Northumberland, had around 4ha of available employment land in 2009, with a further 4.7ha of expansion land. The five committed/existing sites in this area vary widely in quality, with the 3.5ha allocation in Seghill performing particularly poorly. As much of the site is being developed for a new first school, whilst the remaining vacant land is considered unattractive to the market, it is identified for de-allocation. This would leave a portfolio of **less than 1ha**; however, demand in this area is generally limited to localised industrial uses, and given the proximity of alternative employment sites in nearby settlements it is **not considered that any further allocations in this general area are necessary**.

### Remainder of South East Northumberland

For the remaining urban settlements in South East Northumberland, comprising Choppington, Stakeford & Guidepost; Ellington, Lynmouth & Linton; and Newbiggin, there is a substantial amount of available land, totalling 24.547ha, with a further 3.9ha available for expansion. The vast majority of this available land relates to D20



Ellington Colliery (20.5ha), which is unlikely to be viable in its entirety due to significant constraints. The removal of most of the site from the portfolio, plus the de-allocation of sites D15 Linton Lane (3.6ha) and F20 Newbiggin Woodhorn Road (0.3ha) would result in the wider area having a forward supply of 1.2ha. Given the weak market demand in this area, and the proximity of substantial amounts of available land within the South Eastern Northumberland economic market area, **it is not considered necessary to provide any new allocations in this wider area.**

## West Service Area

### East Tynedale

This area contains 8 existing/committed sites totalling 1.6ha, plus a further 8.8ha of expansion land. It includes vacant land beside the Egger plant in Hexham, 8ha of vacant land that was safeguarded for future release in the Development Plan, but which has since received planning permission for a 6.8ha chipboard processing facility. Factoring this site commitment into the total for the area suggests that East Tynedale could have around **8.4ha of available employment land**, although clearly much of this is identified for a specific business and as such is not readily available to the commercial market.

In terms of how much further land is required, whilst the needs of Hexham Town are considered below, the area also includes the small town of Corbridge which at present has no available employment land. Whilst consideration has been given to the need for a new allocation in this area, on balance it is considered that the significant constraints that would need to be overcome in this area (not least the need for a substantial Green Belt release) would be out of proportion for an area that has in the past been identified in policy terms as a secondary residential settlement reliant on small employers in mixed use/town centre sites. In addition, the area is in relatively close proximity to the larger settlements of Hexham, Ponteland and Prudhoe which arguably have greater potential for employment land provision. Consequently, **no further allocations are recommended.**

### Hexham and Hexhamshire

The town of Hexham has very low levels of supply, with just 1.6ha currently available, alongside the 4ha identified as being under option at Hexham Goods Yard (E35). In general, Hexham is considered to be a popular location with a number of existing industrial estates on the northern edge with a range of ages and sizes of buildings. However, stakeholders generally considered that there is virtually no suitable land available in the town, and that whilst Hexham has considerable potential for office development, it may have missed the boom years due to a lack of suitable sites. Sites that are notionally available, such as the Former Bunker (E20) and the Goods Yard, have problematic ownership issues, with developers seeking higher value uses on the sites. As a consequence, it is recommended that the sites are only likely to come forward for a mix of uses to facilitate office/industrial for the foreseeable future; this would **reduce the available allocation to just 0.9ha (rising to 1.6ha including sites with extant planning permission for B class uses).**

In terms of future demand, it is clear that good quality office/industrial sites are in short supply and developers have not had the product available during the boom years to demonstrate true levels of demand. Hexham would appear to have potential for some smaller to mid-scale industrial development once the market returns to a more reasonable level, with further demand for small offices to satisfy local demand. **It is considered that there is potential for a further 10-15ha of new employment space.** However, it is noted that identifying sites of this size in Hexham will be difficult due to significant physical (River Tyne, topography) and policy (Green Belt, heritage) constraints.



### Ponteland

Ponteland appears to be well served locally by the Meadowfield Industrial Estate (D05); however, following the estate's completion, there is a **complete absence of available employment land**, despite reasonable levels of market demand. Whilst there is a significant 25ha area of expansion land available at Newcastle Airport to the south of Ponteland, this is likely to be used as overspill car parking for the Airport in future years and is hence it is unlikely to contribute to the employment land portfolio other than in an ancillary capacity. Stakeholders were of the view that given the town's excellent access to the trunk road network, the wider Tyneside market and the Airport, there is substantial scope to develop a new office/light industrial complex in or on the edge of the town. Ponteland's proximity to Tyneside (indeed it operates within the Newcastle, Gateshead and north of the Tyne Functional Economic Area) means that should there be demand for industrial/commercial space, Ponteland sites would need to compete with others in the City Centre and on the northern side of the conurbation, particularly NGP. Whilst the relatively high level of vacancies at NGP is likely to dampen demand for general office space in the vicinity, it is considered that demand for further office accommodation in Ponteland remains strong, particularly for high quality units providing a different offer from that which is currently available at NGP. This demand is considered sufficiently robust for NCC to consider the possibility of **5ha of mixed use land that would include an element of B1 employment land** to meet unmet local needs and the potential spin offs arising from Newcastle Airport. The success of the Prestwick Park office scheme, in a remote location away from support services, provides evidence of this. This may require a Green Belt review.

### Prudhoe

Prudhoe's proximity to Tyne and Wear (and specifically its location within the Newcastle, Gateshead and north of the Tyne Functional Economic Area), sets it apart from the other towns in west Northumberland, and the substantial and successful industrial estate at Low Prudhoe (E12), which has seen almost 36,500 sqm of floorspace developed since 1991, still has 6ha of land available for B-Class use. However, it is understood that two plots have firm interest to be taken up in the near future, whilst a 2ha site in the southern section of the estate requires significant remediation works which are likely to be sufficiently expensive to render the land undevelopable for most uses. Hence **Prudhoe's portfolio of available land could be reduced to just 4.0ha**, with much of this likely to be taken up imminently.

It should be noted that the Prudhoe Hospital site is designated for mixed use and a notional 7ha of land was subsequently factored into the Tynedale Core Strategy allocation. The site, located within the Green Belt, is recognised as an important development site that could be developed as a strategic employment site for companies requiring industrial sites in non-estate locations (for example corporate office headquarters or business accommodation or class B1 or hi-tech development); or a mixed use development that could include an element of offices, light industry (Use Class B1) or a science park.

Given the very low vacancy rates in this area, strong levels of take up and enquiry levels for small to medium sized industrial units in particular and the fact that the successful existing industrial estate is nearing completion, clearly a strong case can be made for an additional employment land allocation. Whilst there has been a reluctance by developers to build speculatively in the area, which would tend to indicate that demand is sporadic, this is likely to change once demand recovers in forthcoming years to coincide with the effective completion of Low Prudhoe Industrial Estate, hence it is considered that **there is a need for a further 10-15ha allocation over the course of the plan period.**



**Elsewhere in West Northumberland**

For the remaining, highly rural area of West Northumberland, take up has been very low, whilst the amount of employment land currently available is reasonable, at 9.1ha. However, much of this relates to Haltwhistle – specifically West of Park Road (4.9ha E22), a constrained site currently in use for grazing. The removal of this site, plus the small site South of Demense Farm at Bellingham (E24, 0.16ha), a poor quality site in a remote area, **would result in a forward supply of just 6.2ha (including 2.2ha of sites with extant planning permission for employment use).**

In terms of future requirements, stakeholders were of the view that the area has been starved of good quality employment land in the past. There are very distinct markets across the smaller economic geographies, hence it will be important to ensure that provision is made throughout the area. A particular need was identified for small industrial units in the far west of the County, whilst the success of some smaller conversions such as Stocksfield Hall (E29) demonstrates that there needs to be a careful and sensitive approach to new indigenous rural schemes. It is considered that due to the small scale of requirements (primarily smaller workshops of up to 5,000sqft), it would **not be appropriate to provide any further new allocations in this wider area**; however, a flexible approach should be taken to encouraging smaller incubator industrial units in existing smaller settlements, perhaps as part of s.106 agreements with developers as part of mixed use schemes, whilst conversions of redundant rural buildings and other smaller scale developments should be viewed positively.

It is further considered that there is potential to support the burgeoning tourist industry at Hadrian's Wall World Heritage site, and Kielder Water and Forest Park. Given the landscape quality and policy restrictions on new development in these areas, the development of new facilities in these locations would need to be subject to a positive criteria-based policy that would allow the assessment of these developments on their own merits. Consideration of such an approach is provided in Section 9.0.



## 8.0 Potential New Employment Sites

8.1 This section identifies and assesses potential new employment sites to meet the estimated additional requirements for employment space in the County as indicated in the previous section.

8.2 In keeping with the approach taken by NCC, Northumberland has been broadly grouped into the three Service Areas (North, South East and West) and, where appropriate, the 27 Service Area localities.

8.3 As noted in the previous section, allowing for substantial de-allocations, there is a potential need for between 64 and 87ha of new employment land. At the very least, this could equate to further provisions in the order of:

- 10ha of further industrial land in Alnwick if demand is proven in the longer term;
- 5ha of office and industrial land in and around Morpeth (presuming the proposed Fairmoor development proceeds);
- 10ha of industrial land south of the River in Blyth;
- 10-15ha of further office and industrial land in Hexham;
- 5ha of mixed use land which would include an element of office space in Ponteland;
- 10-15ha of office and industrial land in Prudhoe.

8.4 Section 2.0 explored the functional economic areas of Northumberland, and reported that on the basis of the NERIP work undertaken to date, four distinct market geographies exist, i.e. the area around Berwick upon Tweed; the area around Alnwick, Morpeth and West Northumberland; South East Northumberland; and Newcastle, Gateshead and the area north of the Tyne (including the urban fringe extending as far west as Prudhoe and Ponteland). In this regard, it is considered that the market for, office space in Ponteland is very different from the B1a market in parts of South East Northumberland which, although relatively close by, has a very different commercial market profile.

8.5 Hence the land requirements identified above have been determined on the basis of the specific needs of each of these four broad economic geographies. Whilst an oversupply in Cramlington could feasibly address the absence of employment land in West Bedlington and obviate the need for a specific allocation there, it is considered that the market for commercial floorspace in Ponteland relates to a separate economic geography, and therefore the latter's land requirements are considered distinct. Ponteland clearly has strong ties with the Tyne and Wear City Region and the development of office space at Newcastle Great Park (NGP) is likely to address much of the latent demand. However, it is considered that to further the sustainable development of the town going forward over the plan period, a sustainable urban extension of 5ha in the village incorporating higher value uses with a minor component of high



quality B1a office space (perhaps in the order of 30,000 sqft) would not compete unduly with NGP and would address primarily local demand.

- 8.6 In terms of identifying potential locations for new office development, Government guidance in PPS4 indicates that town centre sites, followed by edge of centre sites, should be the first choice.
- 8.7 Against this background, 32 potential employment sites were considered in this stage of the assessment, identified through:
- a Submission of representations by landowners/developers to the Council's 'Call for Sites', which took place in Spring 2010; and
  - b Identification of potential sites by NCC planning officers.<sup>50</sup>
- 8.8 Of the 32 sites submitted, only 9 were from developers / landowners wishing to develop B-Class uses alone. 10 sites proposed mixed use schemes incorporating an element of B-class uses within them, whilst a further 12 sites were submitted with a view to leisure and tourism development. Additionally, 1 site was submitted proposing a retirement village with associated A1 and A3 uses.
- 8.9 As the 'Call for Sites' process was intended to identify sites which would be suitable for B-class uses, sites were generally analysed on the basis of their suitability for such employment uses, using the same approach used to assess the existing employment sites in Section 4.0 to ensure consistency. Ownership factors have also been taken into account and, where known, their likely deliverability. Any sites which are deemed to be suitable to meet any existing demand for alternative uses (such as tourism) have been identified within the commentary. Individual site assessment sheets for these sites are found in Appendix 10 and their locations in Appendix 11.
- 8.10 The relative quality and likely timescales for delivery of all the potential employment sites assessed are shown in the tables below.

Table 8.1 Potential Site Review: North Service Area

North Service Area localities	Gross Size (ha)	Proposed Uses (estimated % of site available for B class)	Sequential Status	Timescale (Year)	Score	Deliverability of proposed uses.	Rank
<b>Alnwick</b>							
Hotel Site at Cawledge Phase I (ELR2)	1.24	C1, A3, Sui Generis (road services), B1a (25%)	Out of Centre	1-5 yrs	27	High	

<sup>50</sup> It should be noted that a number of sites were put forward that represented existing allocations; these were not assessed again as they had already been reviewed as part of the Stage 1 analysis. However, Sites ELR 2 in Alnwick and ELR30 in Cambois were assessed as they represented extensions or changes to the boundaries of existing allocations even though there was a degree of overlap with the current allocation.



North Service Area localities		Proposed Uses (estimated % of site available for B class)	Sequential Status	Timescale (Year)	Score	Deliverability of proposed uses.	Rank
	Gross Size (ha)						
Hotel Site at Cawledge Phase II (ELR11)	8.99	C1, A3, Sui Generis (road services), B1a (50%)	Out of Centre	5-10 yrs	26	Medium	Good Quality
Land South of Weavers Way (ELR3)	23.37	D1, D2	Out of Town *	1-5 yrs	25	Low	
Lionheart Phase 4 (ELR 12)	10.69	B2 (100%)	Out of Centre	1-5 yrs	24	Medium	
Land South of Denwick Lane (ELR 10)	25.58	C1, D2	Out of Town	1-5 yrs	21	Medium	
Greensfield Farm Stead (ELR 14)	11.29	C1, D2	Out of Town	1-5 yrs	21	Low	
RAF Boulmer Admin (ELR 19)	3.49	C3 (tourism)	Out of Town	1-5 yrs	20	Low	Average Quality
Land West of Longhoughton (ELR 18)	10.19	D1, D2, C3, B1 (10%)	Out of Town	5-10 yrs	19	Medium (with small scale B1)	
Whittle Colliery (ELR 4)	22.5	B1,2,8 (60%)	Out of Town	1-5 yrs	18	Medium (with small scale B1)	
Land South of Grange Road, Shilbottle (ELR 24)	11.14	C3, D2, A1, B1 (20%)	Out of Town	1-5 yrs	15	Medium	Poor Quality
Land East of Thirston House (ELR 17)	11.65	C3 (tourism)	Out of Town	5-10 yrs	12	Low	
Coquetdale							
Land East of Lordenshaw Drive, Rothbury (ELR 23)	2.98	C3 (tourism)	Out of Town	1-5 yrs	12	Low	
Land South of Whitton Bank Road, Rothbury (ELR 22)	2.1	C3 (tourism)	Out of Town	1-5 yrs	11	Low	
Hartburn and Rural West							
Land North of Longhorsley (ELR 25)	4.76	C3 (residential), B1,2,8 (50%)	Out of Town	1-5 yrs	16	Low (employment) Medium (residential)	
Morpeth							
Netherton Park (ELR 27)	57.95	B1,2,8 (80%)	Out of Town	1-5 yrs	22	Medium	
Butterwell (ELR1)	41.28	B1,2,8 (100%)	Out of Town	5-10 yrs	17	Low	
Seahouses and Belford							
Benthall Farm (ELR 13)	45.39	C3, Sui Generis (holiday complex)	Out of Town	1-5yrs	13	Low (employment) High (tourism)	
Lucker Hall Farm (ELR 20)	7.32	C3 (tourism)	Out of Town	1-5 yrs	9	Low (employment) Medium (tourism)	
Widdrington and Cresswell							



North Service Area localities	Gross Size (ha)	Proposed Uses (estimated % of site available for B class)	Sequential Status	Timescale (Year)	Score	Deliverability of proposed uses.	Rank
Blue Sky Initiative (ELR8)	1824	D2, C1, B1, B2 (25%)	Out of Town	5-10 yrs	18	Low (employment) Medium (tourism)	
* Out of Town - Regarded as a site which is located outside a main urban settlement.							

Table 8.2 Potential Site Review: South East Service Area

South East Service Area localities	Size (ha)		Sequential Status	Timescale (Year)	Score	Deliverability	Rank
<b>East Bedlington</b>							
Former Arizona Chemicals (ELR 30)	7.16	B1, B2, B8 (60%)	Out of Town	1-5 yrs	21	Medium	
Land at East Sleekburn (ELR 29)	35.6	B1,2,8 (100%)	Out of Town	1-5 yrs	17	Medium	
<b>West Bedlington</b>							
Hall Farm and Quarry House (ELR 7)	0.64	C3 (residential), A1, A3	Out of Town	10+ yrs**	21	Low (employment) Medium (residential)	
* ** No information provided, NLP estimate.							

Table 8.3 Potential Site Review: West Service Area

West Service Area localities	Size (ha)		Sequential Status	Timescale (Year)	Score	Deliverability	Rank
<b>East Tynedale</b>							
Howden Dene, Corbridge (ELR 16)	19.47	D2, C1, C3 (tourism and residential)	Out of Centre	5-10 yrs	20	Low	
Land to the North of Wylam (ELR 28)	10.98	C1, Sui Generis (road services)	Out of Town	1-5 yrs	17	Medium	
<b>Haltwhistle and West Tyne</b>							
Wrytree Colliery (ELR 5)	0.74	B1,2,8 (60%)	Out of Settlement	10+ yrs**	13	Low	
<b>Hexham and Hexhamshire</b>							
The Hermitage (ELR 6)	5.11	C1, D1	Out of Town	10+ yrs**	21	Medium	
Riding Farmyard (ELR 9)	0.24	B1,2,8 (100%)	Out of Town	1-5 yr	18	Low	
<b>North Tyne and Redesdale</b>							
Fair Stead, Bellingham (ELR 15)	1.24	C3, (tourism), D2	Out of Town	5-10 yrs	12	Low (employment) Medium (Tourism)	
<b>Prudhoe</b>							
Front Street, Prudhoe (ELR 21)	4.59	A1, C3, B1a (25%)	Edge of Centre	1-5 yrs	19	High	
<b>Ponteland</b>							



West Service Area localities	Size (ha)		Sequential Status	Timescale (Year)	Score	Deliverability	Rank
Clickemin Farm (ELR 26)	24.18	C3 (residential), B1, B2 (50%)	Out of Centre	5-10 yrs	20	High	
Horton Grange, Seaton Burn (ELR 32)	0.55	B1a, C1 (50%)	Out of Town	1-5yrs	19	High	
Extension to the Milkhope Centre (ELR 31)	0.21	B1 b (100%)	Out of Town	1-5 yrs	16	Medium	
* * No information provided, NLP estimate.							

## The North Service Area Localities

### Alnwick

- 8.11 There is potentially a need of 10ha of industrial land in Alnwick in the longer term if demand is proven. In total, 11 potential sites were put forward within this Service Area Locality, six of which scored highly. With the exception of ELR 10, all other high scoring sites are located to the south of Alnwick – specifically sites ELR2, ELR3, ELR11 ELR12 and ELR14. ELR2, ELR11, ELR12 are east of the A1. All of these sites would be considered ‘out of centre’ for the purposes of PPS4. Whilst the six sites could potentially provide in the order of 81ha of employment land, three of the sites (ELR3, ELR10 and ELR14) were proposed for C1/D1/D2 uses rather than B-class employment land by the landowner/developer. Site ELR3 in particular is likely to come forward for educational use, with the landowner understood to be seeking a new Academy on the site to replace the existing Duchess High School in Alnwick Town Centre (see Section 5.0).
- 8.12 Sites ELR2 and ELR11, sites at Cawledge phases I and II, were put forward for hotel use alongside A3 retail, Sui Generis uses, roadside services and a significant element of B1a office (25% for ELR2, and 50% for ELR11). Both sites are considered to be well located in relation to the strategic road network and are highly visible given their prominent frontages to the A1. They are also well related beside the existing Cawledge Park industrial estate. Although the sites are out of centre, no sequentially preferable sites have come forward in Alnwick Town Centre, and the sites are considered to be available and deliverable. There is also an identified requirement for a hotel in the vicinity of Alnwick to complement the leisure and tourism facilities at Alnwick Castle and Gardens, as well as the town and surrounding countryside, which these sites could address. However, as noted in Section 7.0, a specific allocation would be unnecessarily prescriptive, and it is considered that a flexible criterion-based policy which leaves open the possibility of a hotel may be appropriate.
- 8.13 Whilst ELR2 relates to an existing employment allocation (site A19 Greensfield Moor) identified for retention in Section 4.0, it is considered that ELR11 represents a natural extension to the existing estate and has the potential to provide additional employment land identified for Alnwick to 2030, if demand is proven to 2020. The provision of a hotel on either this site or the adjoining ELR2 could also be appropriate, but would clearly be subject to operator



demand and the satisfactory compliance with any future relevant criteria based policy. It is suggested that such development would assist in providing employment and support existing tourism attractions. Clearly the appropriateness of A3 retail on the site would need to satisfy the PPS4 impact and sequential tests, and is subject to the findings of the Northumberland Retail Study and the eventual LDF approach to retail planning.

- 8.14 As regards the remaining high quality site put forward for B-Class employment use in and around Alnwick, Lionheart Phase 4 (ELR12) would comprise the final phase of the existing Estate to the south-east of Alnwick. As with the proposed extensions to Cawledge, the site benefits from excellent access to the strategic road network, is well related to key services and complementary industrial uses, and is considered by the landowner/developer to be readily available for development. It should be noted that pylons pass through the site to the south east which may ultimately prevent the whole 10.7ha from being viable for development.
- 8.15 In practical terms however, it is considered that given the availability of land on much of the remainder of Lionheart Enterprise Park and the cool and relatively localised demand for space in Alnwick generally, the site is unlikely to be required for B2 industrial use in the short to medium term. As such, it is recommended that ELR12 should be allocated as a 'reserve', or top-up, employment site, should demand be proven and the current available sites be developed at an early stage in the Plan period. As with the recommended ELR11 allocation this would ensure that any future development remains within the existing employment area should demand arise for additional B2 uses.

### **Coquetdale**

- 8.16 Two sites were proposed for Rothbury, in the Service Area Locality of Rothbury (ELR22 and ELR23). Both sites, proposed for C3 tourism-accommodation, were put forward by The Northumberland Estates. There is no currently identified need for further B-Class employment land in Rothbury, and it is considered that whilst these sites could potentially provide a small element of local employment should they come forward as proposed, they should not be taken forward any further in this ELR. The feasibility of the sites for tourist accommodation is something which the LDF can consider.

### **Hartburn and Rural West**

- 8.17 One site was put forward for development north of Longhorsley (ELR25). The site rated as being of average quality in the site assessment, and was put forward by the landowner for a mix of residential and B1/B2/B8 development (potentially comprising half of the 4.8ha site). It is considered that poor access and relative remoteness from major settlements act against this site from being identified for employment use at this time. There is no identified requirement for additional employment allocations in this locality.



**Morpeth**

- 8.18 As a commercial location, Morpeth is considered to have considerable potential for strong employment growth due to its accessibility to the Tyne and Wear conurbation and its attractive surroundings. As stated within the Northumberland Local Investment Plan (2010-2020), additional economic growth within the County will be driven by the ability of towns such as Morpeth to provide homes and a quality of life to meet the aspirations of people working in higher paid jobs.
- 8.19 Section 7.0 identified a potential forward supply of 22ha of employment land. However, this is predicated on the development of the two remaining Fairmoor sites (D13 and D21, which together comprise 10ha) for B1 uses as part of a possible mixed use development which can act as a catalyst for further employment development within this area and cross subsidise the necessary road infrastructure requirements needed to deliver the existing allocations. If these two sites were to come forward for employment use as proposed, then Morpeth would retain a requirement for an additional 5ha of B1 employment land (or 15ha should Fairmoor not deliver).
- 8.20 No sites were put forward as part of the 'Call for Sites' process in Morpeth town itself, with the only two employment sites proposed being located significantly beyond the town's boundaries, at Butterwell Colliery (ELR 1) and Netherton Park (ELR 27). However, both sites are considered to be unsuitable for employment uses. As a former colliery, Butterwell is remote from both the strategic road network and labour and services and is also likely to require a substantial amount of remediation work to facilitate development. Whilst Netherton Park scored higher, in part due to its proximity to the A1, it is also considered to be remote from services with more attractive employment locations elsewhere.
- 8.21 Given the shortage of sites, NLP undertook a broad review of locations in and around Morpeth. On the basis of this work, it is suggested that the potential for redeveloping vacant land for B1 uses around County Hall be explored further. Phasing should be determined cognisant of progress with Fairmoor to avoid a situation whereby there is an oversupply of office units in the town. If the Fairmoor development does not proceed, this could be taken forward instead.

**Seahouses and Belford**

- 8.22 Within Seahouses and Belford, there is no identified need for further B-Class employment land in this general area. However, two sites came forward in the general area, both for tourism uses, at Benthall Farm (ELR13) and Lucker Hall Farm (ELR20). As regards the latter site, the developer proposes that within 3 years a mixed use development of tourist facilities, tourist accommodation, leisure and affordable housing could be delivered on a site immediately to the south of Beadnell on the coast and we are aware that a live planning application for the site is due to be determined imminently.



- 8.23 As regards ELR20, this is a much smaller site proposed for tourism development on the edge of the small village of Lucker. This site scored very poorly in terms of access and the site's remoteness from key services; it falls within both Flood Zones 2 (20%) and 3 (20%); contains a site of archaeological interest and a small proportion of the site is understood to comprise contaminated land. Hence it is not recommended to be taken forward for tourism development at this time.

### **Widdrington and Cresswell**

- 8.24 There is currently no identified demand for additional employment land within Widdrington and Cresswell. However, one site was proposed on former coalfield land near Widdrington, termed the 'Blue Sky Initiative' (ELR8) for a substantial mixed use development comprising commercial leisure & tourism, sports & recreation, events facilities, renewable energy, and an element of employment uses. Whilst there are numerous constraints across the site including 31 areas of archaeological interest, a designated area for habitat protection, areas of flood risk, and one listed building, due to the size of the site there is still a significant amount of land which is relatively unconstrained. In general it is considered unlikely to be attractive to the market at the present time as it is poorly located strategically, with high development costs in an area of weak demand.

### **The South East Service Area Localities**

#### **Blyth and East Bedlington**

- 8.25 Although no potential sites were put forward for Blyth following the 'Call for Sites' process, Section 7.0 identified an outstanding demand for a further 10ha of general industrial land, given the modifications (and suggested de-allocations) to the portfolio. From a broad search of sites in and around the town, it is considered that there are few obvious areas of vacant land that would be suitable for B-use that is not already allocated for such a purpose. However, the two large existing sites south of the River that comprise the Blyth Riverside Park (C02 and C03), whilst successful, have a number of large vacant units and outdated facilities that could be comprehensively redeveloped. Whilst the viability of this would have to be tested further, **it is considered that much of the additional 10ha requirement could therefore be derived from the intensification of brownfield land already used for employment at C02 and C03.**
- 8.26 The Blyth estuary has been identified by a range of stakeholders and strategies to be a key location for manufacturing associated with the renewables sector (specifically wind turbines), as well as renewable energy generation. Two sites were put forward in this general area with the potential to provide new land specifically for this purpose, ELR30 (Former Arizona Chemicals) and ELR29 (Land at East Sleekburn). Whilst the former site is already included within the very large Cambois ZEO (F07 – see Section 4.0), ELR29 was put forward by NCC and comprises greenfield land adjacent to the former Power Station which



is specifically proposed for employment uses relating to the manufacture/generation of renewables.

- 8.27 Whilst the site scored relatively modestly in the site assessment, it has benefits relating to its proximity to NaREC's testing facilities, the trunk road network and the deep water port of Blyth. As such, it is considered that this site could be taken forward as a niche B1/B2/B8 allocation, albeit permitted development could be restricted to uses pertaining to the manufacture/generation of renewables through a series of criteria in NCC's LDF. A site of this size will allow the area to maximize the amount of renewables related investment in the Blyth Estuary. This could result in a further 35.6ha allocation but would not be added to the general supply of B Class land as it is unlikely that proposals will come forward to develop the site for general employment purposes. However should this happen such proposals should be resisted.
- 8.28 Additionally, it is noted that RWE N Power are understood to be advancing plans for a clean coal fired power station north of the Estuary. Given the specific nature of the emerging proposals (and former use of the site), which is not available for alternative uses, this land is not considered to form part of the employment land supply. Rather, should it be considered necessary, any future allocations DPD, could confirm the site's use for power generation.
- 8.29 In Blyth the possibility exists that the existing industrial estates fail to attract additional investment yet the renewables sector takes off as hoped. In this context additional employment land may need to be identified in Blyth. NLP only identified two potential sites although both are significantly constrained as described below:
- 1 **Blyth Bebside extension:** the current site is located immediately to the west of the A19 junction and hence benefits from excellent strategic access<sup>51</sup>. There are substantial tracts of vacant land to the south and west of the existing small industrial estate, which has limited vacancies at the site currently. However, as noted in the earlier site assessment, the site is approximately 3.5km from Blyth Town Centre with limited public transport; traffic is required to pass through residential areas and the site would be in close proximity to existing residential developments, hence it was originally recommended that the site not be protected for B-class uses should alternative uses come forward. The potential extension comprises former colliery land now used for grazing and informal recreation, it is likely that there would be remediation required for the site, which would further reduce the market attractiveness and viability of the site.
  - 2 **Land to the west of Blyth Golf Course:** this large tract of land, positioned between the Golf Course and the A19, comprises predominantly arable land. Whilst the site appears to be relatively flat and would require little

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<sup>51</sup> It should be noted that the perceived traffic congestion on the Bebside junction onto the A189 is a barrier to development (albeit not insurmountable as this is predominantly traffic travelling to and from Blyth Town Centre along Cowpen Road).



remediation, there would need to be a new access to connect to the A19 at the Horton roundabout, which would be prohibitively expensive for an industrial development at the present time. This opportunity is only likely to be viable if it were brought forward as part of a larger masterplan for the area, including a mix of other higher value uses, particularly residential.

- 8.30 There appears no strong case for additional land allocation in Blyth at the current time,

### **West Bedlington**

- 8.31 Although one potential employment site was submitted for assessment (ELR 7 Hall Farm and Quarry House), this was primarily for C3 (residential, A1 and A3 retail). Given that there is no identified requirement for any additional employment land within West Bedlington, it would not be appropriate to include this site in the ELR.

### **The West Service Area Localities**

#### **East Tynedale**

- 8.32 Two sites were put forward in this Service Area Locality; ELR16 Howden Dene, Corbridge and ELR28, Land to the North of Wylam.
- 8.33 The site at Corbridge was proposed by Northumberland Estates for a mixed used development for leisure, tourist facilities, tourist accommodation and affordable housing. There is no strong need for employment land in Corbridge, given the size and secondary role of the settlement. There may be an opportunity to enhance the tourism offer in this area and this will need to be considered as part of the LDF site allocations process.

#### **Haltwhistle and West Tyne**

- 8.34 One employment site was proposed at Wrytree Colliery, between Haltwhistle and Greenhead. This small site, a former mine, is currently used for agricultural storage, and was proposed for 'various' uses including B-class employment. The site is rated poorly, given its remoteness from services, and as there is no identified further requirement for employment land in this area it is not suggested that the site should be taken forward.
- 8.35 Moving away from B-class employment land, Hadrian's Wall and the surrounding countryside in the Tyne Valley are considered key tourism assets for Northumberland in the County's Area Tourism Management Plan. Whilst no potential sites were put forward as part of the Call for Sites process, we are aware of a site on land adjacent to the A69 at Haltwhistle. As noted in Section 5.0, this site is proposed to be developed for tourism uses including a petrol filling station, hotel, visitor centre and some small retail and B class uses in the form of workshops. It is understood that this site comprises a strategic priority for Northumberland Tourism. Given its accessibility and proximity to Hadrian's Wall, it clearly has considerable potential to support the area's



burgeoning tourism industry and this needs to be considered as part of LDF allocations process. At this stage it appears to perform well against the policy, subject to compliance with defined Policy criteria for the development of tourism/leisure sites in Northumberland.

### Hexham and Hexhamshire

- 8.36 As noted in the preceding section, Hexham has a clear shortage of available employment land, with virtually nothing likely to be available on the open market for the years ahead. This is despite reasonably strong demand for industrial/office uses in the town. The study concludes that there is a pressing need for between 10 and 15 hectares of new employment land sites to be provided. However, given the scale and significance of physical and planning policy constraints, it is very difficult to identify deliverable new sites that will not require substantial investment and/or a strategic Green Belt review. For example, land to the east of Egger was considered, but this can be largely discounted due to access issues (via the existing estate); the Flood Zone 3 designation covering the whole site; and its location adjacent to the Egger plant and the effect this might have on the marketability of sites immediately adjacent to it.
- 8.37 Given the pressing need for additional land and the scale of the issues involved, it is considered that a bespoke 'Hexham Employment Land Viability Assessment' may be appropriate, undertaken or commissioned by NCC, to identify suitable sites to meet the identified demand cognisant of availability and suitability, landscape and visual impact, together with accessibility. Whilst such a detailed analysis would be beyond the scope of this study, we have looked at two broad options that could inform any future study into the issue:
- 1 **Expansion of the Hermitage:** Site ELR6 (the Hermitage) was put forward for a range of uses such as a hotel, conference centre, or caravan park. Whilst at present this does not include any element of B-class employment, it is considered that the site could potentially be expanded eastwards along the A69 to Rotary Way, thus providing potentially 10ha gross of employment land as part of a wider mixed use development. Given the constraints of the site, this would entail a significant Green Belt release. Masterplanning of the site would need to pay full regard to the historical and landscape sensitivity of the site. However, should these constraints be overcome it has the potential to provide a deliverable B1 site, given its visibility, accessibility to the trunk road network and proximity to the town centre.
  - 2 **Settlement extension west of Shaws Lane and south of the Golf Course:** Although this site was not put forward as part of the Call for Sites process (indeed ELR6 and the small Riding Farmyard site at ELR9<sup>52</sup> were the only sites proposed), it is considered that this land could have the potential to provide a sustainable settlement extension as it is accessible via the

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<sup>52</sup> Riding Farmyard (ELR 9) was deemed unsuitable as a site as it is physically constrained due to its undulating nature and difficult to access via extremely narrow local roads. At 0.24ha this site was also deemed to be too small to provide a significant amount of employment space.



B6531 and benefits from its close proximity to both the A69 and Hexham Town Centre. The site would require very careful masterplanning. A 10ha element of B1 could be developed to the west, north of the existing woodland, possibly as part of a mixed use development. Whilst Option 1 at the Hermitage may be the most suitable option, should this fail to come forward, this settlement extension could potentially provide a viable alternative (although it should of course be noted that this would also involve a Green Belt incursion).

- 8.38 Both sites require Green Belt release. The Hermitage appears most suitable although given its site constraints it seems appropriate to also consider other potential sites in greater detail. At this stage the Study Team do not consider there to be any fundamental or overriding reasons which should preclude the further consideration of employment land releases to serve the Hexham market.

### **North Tyne and Redesdale**

- 8.39 There is currently no identified requirement for additional B-class employment land within North Tyne and Redesdale. One site was put forward (ELR15 – Fair Stead, Bellingham) for tourism and leisure uses. This is a small, remote, site within the settlement boundary of Bellingham. Whilst it may have a role to play in meeting very localised tourism requirements, and may perhaps provide ancillary facilities to the Golf Club immediately adjacent to it, it is not considered a priority for the ELR at this time.

### **Prudhoe**

- 8.40 There is a possible need for between 10 and 15ha of additional office/industrial land at Prudhoe. The industrial provision for the town itself is dominated by the large Low Prudhoe Industrial Estate to the north, which is nearing capacity and has very few available employment sites. As with Hexham, the town faces a variety of constraints including Green Belt, the River Tyne and topography. As a result, there are few obvious sites to provide the level of employment land required. Perhaps as a consequence, only one site was proposed during the Call for Sites process – a 4.6ha site at Front Street, Prudhoe (ELR21). This scheme proposed a mixed use development of retail, housing, community uses and offices. Given that the majority of this site is likely to be used for non-B-class uses, it is clear that additional sites will need to be allocated in order to meet the demand.
- 8.41 Two possibilities have been identified for consideration during the LDF process:
- 1 **Prudhoe Hospital Site:** A Green Belt site which is regarded as being suitable for employment uses is the 7ha of land within the redundant Prudhoe Hospital site. This is currently subject to an ongoing mixed use masterplan by agents in association with the HCA. This is seen as a strategic priority site by NCC and has considerable potential for a residential-led mixed use development. However, it is considered that the location of the site and the mix of uses proposed would render it



inappropriate for B2/B8 industrial uses, particularly due to the unsuitable access to the site; the compatibility of such development with the housing and replacement hospital development on the site; and the distance separating the site from Low Prudhoe. Consequently, whilst this allocation is nevertheless recommended, a further site for industrial use is required.

- 2 **Area adjacent to Hammerite site:** Site E17 to the west of Prudhoe comprises an existing factory site currently operated by Hammerite Ltd producing metallic paint. The factory is modern and in good condition and was recommended for retention and protection elsewhere in this report. However, land adjacent to the site could possibly provide some of the employment allocation required for Prudhoe. Whilst this would require a Green Belt review, the site benefits from existing industrial uses nearby, relatively few identified physical constraints (although access to any suitable site would be on a significant incline) and close proximity to the main road network for the area.

- 8.42 In summary, and as with the town of Hexham, there is a clear need for the LDF process to undertake a comprehensive review of possible employment sites in the Prudhoe area.

### **Ponteland**

- 8.43 The market evidence and stakeholder feedback points to the potential for a small scale B1 development at Ponteland, perhaps as part of a mixed use scheme. A site of around 5ha was suggested. It is possible that this could be part of a mixed use extension, although clearly any such proposal will have to be carefully considered during the LDF process. Following the completion of Meadowfields, the area has no available employment land, despite relatively strong levels of demand for light industrial/office uses. The planning policy constraints of the Green Belt have precluded any new allocations recently; however, given the possible need, and findings of, the call for sites, a Green Belt review could be considered.
- 8.44 Clickemin Farm (ELR26) was put forward by Banks Developments for a mixed use development consisting of residential uses along with B1 and B2 employment uses. This large site comprises of over 24ha, separated into four sections either side of Ponteland Road to the south-east of the settlement. ELR26d would perhaps form the least controversial allocation, comprising the only part of the wider site that would not form an incursion into the Green Belt and would continue the existing residential frontage along the road; however, this site is compromised by constraints, notably flood risk, which restricts the net developable land.
- 8.45 ELR26c forms the largest portion of the site, immediately behind the residential properties on the western side of Ponteland Road. This site would lack a suitable access without at least part of ELR26d coming forward, and is also considered visually prominent. On balance, it is considered that the eastern elements of the site, ELR26a and b could constitute a possible option for development. Whilst these would both result in a Green Belt review, unlike



ELR26c, they would both benefit from a good road frontage and visibility, whilst they appear to have few physical constraints to development.

- 8.46 A further option not tendered during the Call for Sites process could involve the allocation of land to the north and east of Dobbies Garden Centre, to the south-east of Ponteland along the A696. As with ELR26, this would necessitate a Green Belt review. Whilst the necessary road infrastructure is in place, it is considered that it may form a less attractive alternative to ELR26a/b due to the increased distance away from the village centre and services within and the nature of the adjoining use. However, during the stakeholder discussions it was apparent that this site could be more attractive to the market, although there would be less opportunity for cross-subsidisation to bring forward an element of office space. It will be for the LDF to assess the suitability of these sites for future employment use.
- 8.47 The exact amount of employment land required in future will depend greatly upon the future role of Ponteland as a settlement, which will be defined as part of the LDF process.

## Conclusions

- 8.48 Over 32 sites put forward for employment uses were assessed, as well as broad possible locations for future sites around the more constrained settlements. Of the sites proposed, and following a separate review by NLP on broad areas of search in areas of unmet demand, the following recommendations are made:
- **Alnwick:** A reserve 10ha B2 allocation could be provided at ELR11 if demand is proven in the longer term to 2020, with ELR12 (Lionheart Phase 4) providing a further high quality alternative. A hotel may be suitable on ELR2 given that it has planning permission for such a use.
  - **Morpeth:** On the presumption that the two allocations at Fairmoor can be brought forward as part of a wider mixed use scheme a 5ha B1 allocation in the vicinity of County Hall could also be appropriate.
  - **Blyth:** The two large existing sites that comprise Blyth Riverside Park (C02 and C03) could be intensively redeveloped to provide the additional 10ha industrial land requirement. Further site investigation may be required in the longer term to identify a potential alternative development opportunity should site intensification prove unfeasible.
  - **Blyth Estuary/East Bedlington:** ELR29 (land at East Sleekburn) to be put forward as a niche employment land development specifically protected for renewables investment. This could provide an additional 35.6ha. It should not be regarded as forming part of the general employment land supply.
  - **Haltwhistle and West Tyne:** land adjacent to the A69 at Haltwhistle has the potential to accommodate tourism uses related to Hadrian's Wall and the surrounding countryside, subject to compliance with given policy criteria.
  - **Hexham and Hexhamshire:** Given the strength of demand and constraints to development in Hexham, it is recommended that a bespoke employment



land viability assessment should be taken forward for the town. Ahead of this study, it is considered that site ELR6 (The Hermitage) could perhaps be considered for a mixed use allocation and sensitively extended towards the A69 roundabout to the east, although this site is heavily constrained. This could provide 10ha of B1 employment use. If this proposal is not considered suitable/viable, alternatives could involve east of the Egger plant or land to the west of Shaws Lane (south of the Golf Course), potentially comprising a mixed use development with a 10ha B1 allocation. All suggestions are broad areas within the Green Belt.

- **Prudhoe:** It is considered that the proposed Prudhoe Hospital mixed use site would represent an appropriate 7ha B1 allocation for local requirements. A further allocation may also be required and the potential for an additional 5ha B-class allocation adjacent to site E17 (the Hammerite site) may be viable. Again, the possible areas of search would require a Green Belt review.
- **Ponteland:** It is considered that there is demand for a small, high quality, B1 development in Ponteland. A possible future site is to the south east of Ponteland relating to the eastern portion of site ELR26 (Clickemin Farm, specifically areas a and b), with land available to extend this as a further possible option. It is possible that this site may need to be mixed use to be deliverable. A further option could involve the allocation of land to the north and east of Dobbies Garden Centre, to the south-east of Ponteland along the A696. It will be for the LDF to assess the suitability of these sites for future employment use.



## 9.0 Managing & Delivering Employment Space

- 9.1 This section considers other measures which may be required to support Northumberland's economic growth objectives. These relate to qualitative employment land issues such as how to renew and upgrade existing sites or how to encourage modern employment development within the constraints of a limited supply of potential new sites.

### Context

- 9.2 The previous section indicated that it may be difficult to find sufficient, suitable new development sites to meet the estimated demand for office/light industrial space in Northumberland up to 2030. This raises the question of whether new facilities can be delivered in other ways, or in different locations.
- 9.3 It also indicated a need for some better quality industrial premises and a requirement for more industrial space overall. Pressures for Non B Class uses were also identified particularly in Hexham and Morpeth, which may exceed the amount of surplus industrial land that can be released to other uses. This indicates a need to maximise use of existing industrial sites and to find ways to upgrade the quality of space in a difficult development market.
- 9.4 In the next few years, the delivery of new employment space is going to be increasingly difficult. The previous model of public sector investment delivering units in areas with marginal viability, where the market on its own would not ordinarily take the risk, is likely to be less reliable. Due to the severe restrictions on public sector capital funding likely to be available over the coming years, NCC faces a real choice – either to target areas of greatest opportunity, facilitating private sector investment in areas with the strongest market demand, or to concentrate that limited available expenditure in areas of greatest employment need. In these areas, the commercial market would not take the risk of speculative investment.
- 9.5 Discussions with stakeholders from the private sector suggested that the former course of action should be followed – that the County should focus more on bringing forward development in areas with the greatest economic opportunities, i.e. Hexham, Morpeth and Ponteland. In contrast, other stakeholders stressed the importance of protecting and empowering local communities in relatively deprived areas of South East Northumberland by providing employment opportunities and investment, and by seeking to remove disparities across the County. The difficulties of this will increase over the next few years.
- 9.6 Clearly, there is no easy answer but absence of development activity in the last two years has demonstrated that the market on its own is not delivering the employment space necessary to assist the recovery. In the period up to 2015 it is recommended that the LDF adopts a positive approach to the identification and release of land throughout the County. This should include sites in good



market locations and a shortage of employment land, including Hexham, Prudhoe and Ponteland. It should also include a new emphasis on providing land to address the opportunities from the offshore and renewables sector in South East Northumberland.

- 9.7 Below is an example of a possible policy to protect existing employment sites, but this should be read as illustrative only.

**Policy E1: Protection of Allocated Employment Areas**

In the employment areas identified in the Proposals Map, there will be a presumption in favour of B1, B2 and B8 development as defined in the Use Class Order 1987 (as amended). Planning permission will be refused for all other uses within these areas unless it can be satisfactorily demonstrated that:

- The land or building is no longer physically suitable for B-uses including alternative office, warehousing and industrial activities, both for immediate needs and there is no realistic prospect of re-use or redevelopment for such uses in the longer-term;
- There is documented evidence of unsuccessful active marketing for B class uses with at least one recognised commercial agent at local market rent levels, over a continuous period of at least 18 months;
- The redevelopment or re-use would provide alternative job opportunities consistent with the Council's strategy to secure higher-skilled employment or affordable modern business premises for local companies;
- The non B class uses cannot be accommodated on alternative sites elsewhere in the County;
- The proposed development would assist in bringing forward an element of B1, B2 or B8 development that would not otherwise take place;
- The non B class uses will not prejudice the existing employment function or further employment development in terms of the scale or nature of its use;
- The non B class uses would not constitute the majority activity in terms of proportion of overall site area; and
- The non B class uses represent a complementary non-residential use which can directly support the functioning of the site for employment purposes.

**Upgrading / Intensification of Existing Industrial Sites**

- 9.8 As noted in Chapter 5, a significant proportion of Northumberland's existing employment sites comprise industrial areas, many with older premises outdated for modern needs or in poor condition, but some have potential for renewal or intensification.
- 9.9 Barriers to the redevelopment of industrial premises in Northumberland generally include the low rents (and the rental difference between newer and older space being relatively small), and difficulties in securing financing for



small developments (which are almost always built speculatively). Additionally, the complex multiple ownerships of sites in some cases which can make it difficult to secure a plot of sufficient size to justify redevelopment (small unit scheme developers often require a site size of at least 1 ha). Institutional land owners can also often be unwilling to sell off small parcels of land to developers so that there are few opportunities for developers to purchase land in the main industrial areas.

- 9.10 Opportunities among the scattered sites are also relatively rare, primarily as a result of what is perhaps the largest barrier to redevelopment – the residential or retail ‘hope value’ of many industrial sites. This occurs when developers or investors purchase sites at a price level which assumes they may be able to develop at least some of the site for housing, and this price is significantly higher than the site is worth to a commercial developer. As a result they are priced out of the market, even though such sites are usually protected for industrial use in planning policy.
- 9.11 Such pressures from housing and other higher value uses are generally (although not always as in the case of Morpeth and Hexham) much less intense on the larger industrial areas, and as a result these are likely to have the highest potential for delivering new space over the plan period. Better utilisation of the stock on these estates could be achieved either through gradual redevelopment of individual plots (e.g. replacing a large older unit with development of modern small units for which there is good demand) or the sub-division of larger units. Based on experience elsewhere, qualitative improvements on the larger estates could also include the stripping and repainting of older industrial units, and making environmental, security and traffic management improvements through a Business Improvement District (BID) mechanism. Similar processes of gradual upgrading should be encouraged to allow for other sites to make a positive contribution to meeting some of Northumberland’s future growth requirements.
- 9.12 Priority areas where this could be achieved focus around Blyth, which could support the emerging offshore/renewables sector, specifically **Riverside Park Cowley Road (C02) and Coniston Road (C03)**. Subject to a viability assessment, there may even be an opportunity to demolish some of the older units on these two adjoining sites and to redevelop them more intensively for modern industrial needs. The proximity of the A189 spine road and potential trickle down from nearby developments at NaREC and from the proposed energy generation and associated manufacturing operations will assist this.
- 9.13 As noted earlier, the market alone is unlikely to deliver these improvements. Encouragement for owners/developers may be necessary, and could be aided by a range of planning and economic development interventions including:
- a An LDF policy encouraging such forms of upgrading, although this will only work in combination with other actions;
  - b Continued and stronger LDF policy protection for certain industrial sites (reducing the potential for residential ‘hope value’ pricing out development);



- c NCC involvement in instigating more BID schemes in other suitable areas;<sup>53</sup>
- d Local initiatives to publicise to local firms case studies of successful upgrading of business premises, including costs, local contractors involved and rental or other benefits achieved;
- e The continuation of funds such as the Private Sector Projects fund, which supports such activities by developers or occupiers in the County;
- f Encouragement of mixed use developments to help facilitate and cross-subsidise the creation of B class premises; and
- g NCC economic development officers engaging with owners on upgrading of premises.

9.14 There may also be the potential to explore different funding sources (e.g. Tax Increment Financing<sup>54</sup>) and potential sources of grant aid to enable small/medium firms to upgrade premises or develop new premises if the market does not deliver these improvements. This could include a number of forms of direct Council financial support such as a Business Improvement Grant, direct lending to small firms and/or mortgage support, as well as grants to install renewable energy equipment. It is recognised that such measures will be harder to fund in the current economic climate and rolling back of public expenditure but appear worthwhile as future actions.

### **Upgrading / Delivering New Office Premises**

- 9.15 The upgrading and redevelopment of the County's office stock (particularly of older space) is also important in contributing to a number of planning and economic development objectives. Firstly, a net increase in the quantum of office space can often be generated by redeveloping plots to a higher density. As noted earlier, very limited potential to gain office space in this way is identified in Northumberland due to the rural nature of much of the area and the general absence of an established office market in much of the more urbanised areas of South East Northumberland.
- 9.16 Nevertheless where feasible, such redevelopments can provide higher quality and more modern space than existed previously. Even if no extra space is provided this can effectively increase office supply, by increasing market attractiveness and reducing vacancy. Such qualitative improvements could also be assisted by the refurbishment or re-cladding of existing buildings.
- 9.17 It would be beneficial for NCC to engage with the relevant landowners / developers to understand the prospects, timescales and amounts of office space that might emerge from these sites and what would help deliver it.

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<sup>53</sup> It is recognised that points c and d are both resource-hungry activities and that NCC may not have the resources to undertake them effectively. BIDs in particular would require support from legal and electoral services.

<sup>54</sup> TIF - a mechanism by which Councils would be given the freedom to raise funds for infrastructure projects to be paid for through extra taxes generated by the property development it would enable or rates rises that would ensue as a result of the improvements



- 9.18 With regard to Service Area localities elsewhere in the County, **priority areas to target office improvement initiatives** should focus upon areas of existing strength in the short term, such as Hexham and Morpeth, or areas where there are advanced strategic masterplans such as Berwick. It may be possible to improve their attractiveness to office occupiers and developers by encouraging mixed use development schemes, improving the range of services and facilities and general public realm improvements. It may then be possible to gradually develop an improved office market, starting with small and medium sized units and public sector office space.
- 9.19 In particular, it is recognised that the **Prudhoe Hospital site** is seen as a Strategic Priority for NCC which has the potential to contribute at least 7ha of employment development as part of a wider masterplan. It is understood that a masterplan for the site is currently being produced with the HCA, which will provide further clarity as to the likely nature and quantum of development of the site. At this stage and ahead of any detailed market testing, it seems likely that the site would be appropriate for a mix of uses with an element of B1 office. A criteria-based policy similar to Saved Policy NE10 in the Tynedale Core Strategy seeking to ensure either development for a strategic employment site or for a mixed use development with an element of office/light industry/Science Park would appear to be appropriate.
- 9.20 Other potential areas for the LDF to consider could include the **Hermitage in Hexham (ELR6)** and **Clickemin Farm (ELR26) (or, alternatively, the land around Dobbies Garden Centre near Ponteland)**. Here, mixed use developments could play a role in delivering high quality employment space in accessible locations. Without NCC planning policy support, it is likely such sites would not come forward and key areas of strength would continue to underperform. Plans could be developed for these areas and also the aforementioned sites at Fairmoor, Morpeth, and Berwick, which should include proposals for estate signage and landscaping.

### **Renewables / Non B Uses**

- 9.21 The development needs of economic sectors other than the B use classes were also considered. These are likely to be modest relative to the land requirements of offices for business and industrial uses. These other sectors will compete for employment land to a certain extent, but the extent and nature does not appear likely to cause particular pressures on land supply.
- 9.22 Consideration has also been given to whether the growth of some sectors could be accommodated in existing employment areas in a way that improves sustainability and enhances the attractiveness of the site as an employment location. This may have some scope, subject to strict controls, to avoid adverse pressures on landowners from higher value uses thereby reducing the potential for lower value B Class development.
- 9.23 Much of the vast F07 – Cambois ZOE site is unlikely to be available for any other use except for a ‘clean coal’ power station. This study has recommended



that the majority of the site should be redesignated as an 'expansion site' and replaced with a new designation, specifically for 'energy generation uses' for which a specific set of policy criteria could be designed. It should not be regarded as part of the general employment land supply.

- 9.24 NCC has a key growth aspiration concerning both renewable energy generation and associated manufacturing operations (specifically through wind turbine production), with the County's recent Economic Strategy specifically highlighting the objective *'to seek low carbon economic investment in Blyth Estuary, building on assets which include NaREC'*. Furthermore, the Strategy seeks to *'design local planning policies to support the move towards a low carbon economy and develop a local planning approach which supports and does not unreasonably restrict renewable and low carbon energy developments and associated infrastructure'*.
- 9.25 As such, Section 8.0 has identified the potential for the land adjacent to the Power Station site (ELR29) to accommodate manufacturing for the renewables sector (and, specifically, turbine manufacture, and servicing and storage facilities for offshore wind). The size of the site, its proximity to NaREC's testing facilities and its accessibility to the deep water port (on the northside of the River Blyth) would suggest that the site could make an ideal strategic site specifically for the renewables sector. As such, the importance of preserving the site's integrity for significant levels of inward investment in wind turbine production, and facilities for servicing and storage for the off shore wind sector, would set it apart from the rest of the employment land portfolio. Key criteria could be set in the LDF to the effect that any development which would preclude, adversely affect, or would lead to restrictions on the ability of the site to be developed in its entirety for specialised manufacture in the renewables sector would not be permitted.

## **Rural Areas**

- 9.26 With the rural areas outside South East Northumberland and the larger market towns to the North and West, the low level of demand for both office and industrial space does not justify specific allocations, which are unlikely to be taken up. Rural requirements can probably be met instead through conversions of redundant rural buildings or small-scale developments that should be assessed on a case-by-case basis. This has had some reasonable levels of success in recent years with conversions such as the modern office units developed at Stocksfield Hall (E29) proving popular. Accordingly, a criteria-based policy approach which encourages some conversion of appropriate redundant rural buildings and other small scale development to encourage home working and micro-industries appears appropriate.



## Delivery Mechanisms

- 9.27 There are a number of other delivery mechanisms which have the potential to contribute to the delivery of more and better quality workspace and which could be investigated further by the Council.
- 9.28 Firstly, **Section 106 agreements and/or Community Infrastructure Levy (CIL)** from larger developments could potentially be used, either directly or indirectly, to deliver workspace. This would be subject to the regulations governing these mechanisms. This particularly applies to schemes which involve a mixed-use redevelopment of existing employment land. Provision could be either on-site or in some cases at an alternative location. It should be noted that the ability for projects to generate sufficient profit to enable such levies may be limited in all but the most buoyant markets. Any scheme involving the use of CIL to cross fund employment development from residential or retail uses will need to be underpinned by strong evidence justifying the need and viability of such an approach.
- 9.29 Whilst this approach offers the prospect of new office space, there are some potential problems in ensuring such provision is attractive to the market. The layout of the site and uses, particularly for mixed-use schemes, can make a significant difference to their commercial appeal, with most office occupiers wanting a relatively high profile location towards the front of a site and without any potential for amenity conflicts. In addition, there may be issues about matching the type of space delivered to demand in that area – e.g. medium/large corporate workspace is unlikely to be attractive in most parts of the County.
- 9.30 Where the development lies within an area of low industrial and office demand, subject to the legal provisions governing such approaches, funding from sources such as CIL/S106 contributions could be pooled and used to develop workspace space on other sites, perhaps including those in Council ownership, and loans or grants to firms to support upgrading of premises. This could also potentially be used to fund further enterprise or incubation workspace.
- 9.31 If there are areas where large-scale change may be required in order to deliver workspace, an **Area Action Plan, Supplementary Planning Document, Planning Brief or Development Brief** could be considered as a tool for identifying how new development should come forward. This could potentially apply to Blyth Riverside Business Park, where significant new industrial space is only likely to be delivered as part of a comprehensive redevelopment of the site.
- 9.32 **Local Development Orders (LDO)** is another potential mechanism that could be considered in some appropriate situations. These allow Councils to identify specific areas/sites where express planning permission is not required for certain types of development. Examples applying to industrial estates, for example, could include alterations or certain levels of extensions to premises, construction of new employment premises within specified limits, and some types of change of use. In some situations, this approach could provide benefits to occupiers/developers through greater flexibility, speed, certainty of



outcome and reduced cost. Some of the weaker industrial estates in the South East of the County should be considered for LDO.

- 9.33 **Mixed use schemes** can also be a way forward in delivering some new office or industrial space (i.e. Morton Park). This is more likely to be effective on larger schemes. As stated earlier the study team consider there is potential for mixed use schemes to provide the funding for new employment space in Hexham, Morpeth, Ponteland and Prudhoe.

## Conclusions

- 9.34 Previous sections of this report have highlighted the need for a quantitative increase in the office and industrial stock and a qualitative improvement in the industrial and office stock. However, barriers to the redevelopment / improvement of industrial sites in particular are acute, primarily as a result of low commercial values and competing higher value uses. A number of planning and economic development interventions could significantly improve the level of development and premises renewal activity including continued policy protection for B-class land, use of BID schemes, and engaging with land owners. In certain locations cross subsidy of new employment facilities from residential development offers potential.
- 9.35 A number of mechanisms can be used to facilitate the delivery of workspace. These include using mixed use developments, S106 agreements and/or Community Infrastructure Levy to pay for workspace either on-site or off-site. However, any new provision should ensure that the layout, location and type of space is attractive to the market rather than purely focusing on the quantum of space delivered.

### Implications for the Study

- a There are significant barriers to upgrading or renewing older industrial premises in the County;
- b A range of mechanisms could be considered to encourage or support such upgrading;
- c Where new office space is provided as part of a mixed use scheme, careful site layout and a focus on quality rather than quantity of space is important;
- d NCC should explore constraints, timescales and amounts of office / industrial space that could be delivered on the few potential sites identified in Morpeth (particularly Fairmoor), Ponteland, Prudhoe and Hexham;
- e Bringing about significant new office development will involve improving their attractiveness through a combination of regeneration, mixed use schemes, improved services and facilities and public realm improvements;
- f Pooling of funds from S106/CIL sources could be used to support upgrading of older premises and provision of new employment premises, including incubation space;
- g Area Action Plans or other types of Supplementary Planning Documents may be appropriate to guide and bring forward new employment space on larger sites.



## 10.0 Overall Conclusions

10.1 The following conclusions can be drawn from this study on the adequacy of current employment land supply in Northumberland and the future requirements for employment space in the period up to 2030, both for B and Non B class uses.

**1: Northumberland has a reasonably robust, but highly localised economy that has seen slow growth in recent years but which has held up reasonably well in the face of the recession. It faces particular challenges from forthcoming public sector cuts**

10.2 The number of employee jobs in Northumberland, which stood at 103,400 in 2008, has risen by a modest 1.7% over the past 10 years – a period of strong economic growth nationally. This indicates that Northumberland has underperformed in employment terms over the past decade. Analysis of data at the sub-area level reveals that all three Service Areas have observed low levels of growth. Performance was weakest in the South East, where the employment base actually contracted by 1.0% over the period. The key sectoral drivers of job growth over the period 1998-2008 at County level have been banking, finance & insurance; public administration & health; and other services. However, for all of these sectors growth across Northumberland was lower than the national average. However, Northumberland also experienced an 18% uplift in tourism-related jobs over the period. A smaller increase in employment was observed with respect to distribution, hotels & restaurants, although this was broadly in line with national and regional growth.

10.3 The legacy of the recession and public sector cuts will undoubtedly place significant strains on the local economy over the short to medium term, with Northumberland likely to be particularly vulnerable to any public sector job cuts. There are, however, a number of opportunity sectors that will dictate the need for employment land in the County, specifically growth in knowledge intensive sectors and micro-businesses; the expanding tourism and leisure sector and, potentially, renewable energy.

**2: Northumberland remains a popular place to do business, with company loyalties remaining strong**

10.4 Business perceptions of Northumberland are excellent, although the commercial property market in particular is considered to be small-scale and relatively localised at present. The investment decisions of firms locating in Northumberland are primarily influenced by the availability of premises; the relatively low cost and good quality of premises; proximity to home and the road network. This indicates that where a company's MD or owner lives has an impact on a large number of investment decisions, which could have implications for demand in affluent areas of the County. Whilst over two-thirds of businesses expressed a strong desire to stay in the County, there were perceived to be a number of obstacles to expansion including market



conditions, a lack of suitable premises, development costs and skills shortages.

### **3: The County has a very high level of committed employment land**

- 10.5 In basic quantitative terms, the County appears to have a substantial amount of employment land, comprising some 360ha of allocated employment sites in 2009 (including the expansion land at Egger), plus a further 7ha of windfall sites. A further 316ha comprises land which is held for expansion, of which 175ha relates to the Cambois Zone of Economic Opportunity. However, there is a clear spatial imbalance in its distribution.
- 10.6 The North Key Service Area has 48 sites, comprising some 108ha of available employment land, with a reasonable spread of good quality sites across the area in towns such as Alnwick and Berwick, and clear deliverability issues for sites in and around Morpeth in particular.
- 10.7 The South East Key Service Area, based largely around the former industrialised areas of Wansbeck and Blyth Valley, has a considerable legacy of industrial land and Port-related uses, hence this area has the bulk of the County's forward supply – some 227ha, including the County's only Strategic Site at West Hartford. Much of this space, and, West Hartford in particular, has the potential to address employment land needs beyond local requirements, and could serve a sub-regional market. In general, the sites scored highly in this area, particularly in and around Cramlington, due to sites' policy compliance, accessibility and reasonable levels of demand, although the increased costs involved in bring forward many of these sites is likely to impact significantly upon deliverability.
- 10.8 The West Service Area had just 37 sites totalling around 25ha, reflecting the considerable under supply of land in most of the larger towns in this area, notably Hexham, Ponteland and Prudhoe. Much of the land that is notionally available in this area is heavily constrained, with the owners often pursuing alternative, higher value uses for the site. Industrial/commercial space in the Northern and Western areas of Northumberland generally (although not exclusively – regionally significant companies Kilfrost, IHC Engineering and Egger are also located in this area) address local, indigenous needs in contrast to parts of South East Northumberland, which has greater access and linkages to the City Region market.
- 10.9 In summary, and on the basis of the 125 existing or committed employment sites appraised, potentially 367ha could be available for employment use, with a further 317ha of expansion land. Around 160ha of employment land was rated as being of high quality, with around 75ha being of poorer quality.
- 10.10 The best quality sites tended to be concentrated in South East Northumberland, with the lower quality, constrained sites affecting the deliverability of economic objectives in West Northumberland.



- 10.11 There appears to be a particular under supply of unconstrained, available, employment sites in Hexham, Ponteland, Prudhoe and Morpeth.

**4: In contrast, past take up of land has been relatively low, particularly compared to losses in recent years**

- 10.12 Past take up of employment land in Northumberland has been relatively low. The data indicates that, between 2004/05 and 2008/09, 121.31ha of allocated/committed employment land had been taken up for development, which equates to approximately 24.26ha per year.

- 10.13 Of the land that was specifically developed for B1, B2, B8 use, this equated to 52.17ha, or 10.43ha per annum, with an average of 13.83ha lost to non-employment uses per annum.

- 10.14 In simplistic terms, this would suggest that the County as a whole could have enough employment land to last around 15 years, although given the spatial disparities in the amount and quality of available employment land, forward supply is highly variable with West Northumberland in particular having a substantial undersupply especially for B1 development.

**5: Northumberland's future growth is likely to be characterised by indigenous demand for both industrial and office space**

- 10.15 Northumberland's future growth is likely to be characterised by growing demand for warehousing and office space, whilst manufacturing will still have a strong role to play in South-East Northumberland, an area that is well positioned to benefit from the drive towards renewable energy generation and associated manufacturing operations. The potential for office-based sectors to drive future growth would depend on the provision of good quality units in areas of stronger demand, such as Morpeth and Hexham.

- 10.16 The size and type of units required in the future will vary across the County depending upon patterns of demand. There may be occasions when bespoke properties will be required for specific businesses but these are likely to be provided on the basis of a pre-let or pre-sale for a specific company. Generally in Northumberland the majority of businesses occupy speculatively-built premises which are readily available at the time a decision is taken to move. Although this removes a great deal of time and risk for the occupier it increases the risk for the developer who will only build product for which they can reasonably predict demand and a reasonable return on their expenditure. Therefore the higher yields, increased costs and funding issues of the last 2 years have restricted new speculative development in Northumberland to almost nothing.



**6: This growth is likely to be driven by non-traditional employment sectors, such as leisure, tourism and particularly renewable energy and waste**

10.17 Northumberland has an opportunity to target a number of key growth sectors including waste and recycling, renewable energy (both through the manufacture of turbines and through energy generation), creative industries and business services. There is particular scope to target renewable energy in the Blyth Estuary through the South East Northumberland New Growth Point and Blyth Estuary Growth Area. This would build upon existing assets such as the research expertise focussed at NaREC.

10.18 The main demand for industrial property is likely to remain in the south of the County where there are good road communications and proximity to the Newcastle City Region and the North East ports. Particularly in the South East of the County there is likely to remain demand for small to medium-sized modern industrial/warehouse units; this is likely to remain the main area for larger scale industrial development, with Cramlington continuing its role as the primary employment area in the County.

**7: The County requires between 293ha and 316ha (gross) to meet employment land needs up to 2030**

10.19 Based on projecting forward past trends and allowing for the re-provision of likely losses to non-B-class uses, it is suggested that Northumberland could require in the order of 506ha gross 2010-30. However, this stands in contrast to the demand forecasts based on the St Chad's econometric model. This would indicate a requirement for 2-17ha net over the same time period, with a bias towards B1a office and B8 warehousing. Allowing for losses and a margin of choice would indicate a need of between 299ha and -314ha gross. A sensitivity test undertaken by NLP on the St Chad's forecasts indicated a need of between 293-and 328ha to 2030.

10.20 On the basis of a number of considerations, a range of between **293ha and 316ha (gross)** of employment land is considered appropriate. This is equal to the NLP Lower Scenario model run at the lower end, and the NLP Central projection at the top end. Both figures include a margin of choice. The range accommodates Northumberland's potential for job growth in land hungry sectors such as renewables, whilst factoring in the uncertainty of the ongoing recession and the strongly negative growth in residents of working age forecast for the County over the coming years.



**8: Following a detailed review of the existing, committed and potential employment sites in Northumberland County, it is recommended that the County's portfolio should comprise 53 employment sites, totalling 223ha, plus a further 7ha of windfall sites. To this should be added between 64-87ha of additional employment land, focussed in and around Morpeth, Alnwick, Hexham, Blyth, Prudhoe and Ponteland.**

- 10.21 The characteristics and quality of provision of 354ha of existing and committed employment sites in the County were analysed, alongside 32 sites that came forward as part of the call for sites exercise.
- 10.22 Comparison of estimated demand against identified supply indicates sufficient industrial land to meet future needs, and a significant surplus of industrial land under some demand estimates.
- 10.23 A detailed assessment of the committed employment sites in the County suggests that some 137.6ha could be de-allocated from the portfolio, relating to 21 sites.
- 10.24 With certain exceptions discussed below, the future space needs of the Non B uses are likely to be met by redevelopments; conversions; within mixed use and other schemes within town centres; or on surplus industrial land. It is not considered necessary to allocate specific sites for these uses.
- 10.25 This would leave a total forward supply of 215.8ha of employment land, plus 7.03ha of windfall sites with extant planning permission, 6.8ha of former expansion land at the Egger Plant in Hexham with extant permission for industrial use; and a further 107ha of expansion land/sites under option. In general terms, this suggests that given the level of demand (293-317ha), there would be a quantitative need for around 64-87ha of new employment land in the County to 2030. Of this potential need, opportunities have been identified for the following new allocations:
- **Alnwick** could require a reserve 10ha B2 allocation at ELR11 if demand is proven in the longer term to 2020, with ELR12 (Lionheart Phase 4) providing a further high quality alternative.
  - 5ha of office and industrial land in and around **Morpeth** (presuming the proposed Fairmoor development proceeds), potentially located close to County Hall;
  - 10ha of industrial land south of the River in **Blyth**, resulting from the intensive redevelopment of two large existing sites that comprise Blyth Riverside Park (C02 and C03);
  - Land at **East Sleekburn** to be identified as niche employment land specifically protected for renewables investment. This could provide an additional 35.6ha (*note - this should not be regarded as forming part of the general employment land supply*).
  - 10ha employment extension to site ELR6 (The Hermitage) in **Hexham**. If this proposal is not considered suitable/viable, an alternative would involve



land east of Egger or another Green Belt release to the west of Shaws Lane, south of the Golf Course, comprising a mixed use development (with a 10ha B1 allocation). The town would benefit from a bespoke employment land viability study to analyse options in further detail.

- Land adjacent to the A69 at **Haltwhistle** for tourism uses related to Hadrian's Wall and the surrounding countryside (subject to compliance with a set of detailed Policy criteria).
- A 7ha B1 allocation in the proposed **Prudhoe** Hospital mixed use site, and an additional 5ha B-class allocation adjacent to site E17 (the Hammerite site), subject to a Green Belt review.
- A 5ha allocation with an element of B1 office could be necessary for land to the south-east of **Ponteland**. This could relate either to the eastern portion of site ELR26 (Clickemin Farm), or land to the north and east of Dobbies Garden Centre, to the south-east. It will be for the LDF to assess the possible scale of any allocation (based on the future role of the settlement) and to establish the suitability of these sites for future employment use.

10.26 Submitted sites and broad site locations suggested by NLP should be viewed as suggestive at this stage. A comprehensive survey exercise should be undertaken as part of the LDF, in relation to the Plans settlement and spatial strategy, as it emerges.

10.27 This would increase the current portfolio of available land by around 88ha, recognising that around 36ha of this would be restricted for the use of renewables. In summary, and excluding the East Sleekburn site, a total of around 280ha of employment land could comprise Northumberland's future employment land portfolio if the recommendations of this report are taken forward.

10.28 The list of sites that would make up the County's revised employment land portfolio on the basis of NLP's recommendations is provided in Appendix 12. This list includes only the revised allocated sites; to this should be included the potential sites identified in the bullets above, and the 7ha of windfall employment sites with extant planning permission currently in the pipeline.

**9: NCC will need to plan carefully for the growth of non-B uses, given that they are likely to be a key generator of employment in future years.**

10.29 Planning for non-B class economic uses is a key issue for Northumberland, given that much of the forecast job growth is likely to be derived in these categories. In particular, tourism and its related sectors are major employers in Northumberland. Demand for this sector comes from both domestic/international tourism (hotels and restaurants) as well as the spending of local residents (mostly restaurants and other catering), with the sector accounting for almost 12% of employment in the County. It is difficult to estimate the land requirements of this sector, but new hotels can place significant pressure on undeveloped employment land in particular. On this basis, it seems sensible to include a flexible criteria-based policy in the Core



Strategy to facilitate suitable hotel development in the County. An opportunity is identified at Haltwhistle for tourism-related uses, whilst the Kielder Water and Forest Park could remain a strategic priority for the focus of tourism/leisure related uses.

**10: In identifying investment priorities NCC should acknowledge market realities.**

10.30 In locations such as Hexham, Ponteland and Morpeth, where values are potentially sufficient to enable limited speculative development, the market will determine when sites will be brought forward for development. In South-East Northumberland and particularly the smaller settlements in the more remote rural areas, demand is less reliable and sites may (and do) lie undeveloped for considerable periods. Here a strategy to facilitate bespoke development will be appropriate and public sector investment should focus on reducing abnormal costs of development, but remain cognisant that sites may be taken up for external storage or for other non-B-Class development. In settlements such as Blyth where the viability of private sector development is more marginal, and where the age and quality of infrastructure needs improvement, the public sector has a greater role in the delivery of employment sites.

10.31 On appropriate sites and where a clear need is demonstrated, this may require allowing a limited amount of higher value “enabling development” to help fund infrastructure and support provision of speculative employment premises. Mixed-use development may provide one way of enabling the private sector to provide such enabling investment forward for new employment space. As well as retaining significant employment land in any redevelopments of redundant employment sites, there may also be some scope for developers to provide small business units in mainly residential schemes, perhaps secured through s.106 agreements and with delivery linked to the timing of other development. The precise location and layout of such space should be carefully assessed to ensure that it will be attractive to the market, for example, B1 space should typically be located at the front of sites to ensure market visibility.

**11: Alongside making new allocations, the Council should adopt a proactive approach to managing and improving the existing portfolio of employment sites to facilitate future growth.**

10.32 Alongside making new allocations, NCC should adopt a proactive approach to managing and improving the existing portfolio of employment sites to facilitate future growth. Renewal and intensification on older sites with available land (particularly in locations such as Blyth Riverside Business Park) should be encouraged to ensure that they contribute positively to meeting some of the County’s employment land requirements, taking account of the particular constraints that apply on individual sites. In assembling a new portfolio of sites, a cautious approach is required to manage the competing pressures on potential employment sites within Northumberland, balancing the aspirations for mixed-use development on some sites with the need to encourage renewal and intensification of the older industrial estates, particularly in South-East



Northumberland. Where mixed-use development or potential release of an employment site to other uses is contemplated, this should have regard to the availability of alternative sites to accommodate the relocation of firms.

**12: Meeting the economic needs of rural areas is key to the long term sustainability of Northumberland's market towns and outlying settlements**

- 10.33 The importance of micro-industries to the rural Northumberland economy has been clearly demonstrated in this ELR. Vacancy levels are typically low on most sites suggesting that the units are meeting the needs of occupiers attracted to these locations. The smaller scale of premises needed and lower level of demand for office and industrial space probably does not justify specific land allocations, where low rents may not justify new development and which may therefore not be taken up. It could be that rural needs could be met instead through conversions of redundant rural buildings and other smaller scale developments, without the need for specific allocations. New provision could be encouraged through policy support for rural building conversions to business uses and for other smaller scale industrial developments within settlements.

**13: Manage and Monitor**

- 10.34 NCC will need to monitor the findings, particularly the extent to which the sites identified as contributing to the five year forward supply of deliverable employment land are actually coming forward for their intended use. Furthermore, an effective monitoring system should be put into place and maintained to inform the future analysis of the employment land situation, to include:
- Employment land and premises database;
  - Employment permissions granted and implemented by type and source (i.e. allocation/windfall);
  - Permissions and development of sites and premises previously in employment use for non-employment uses;
  - Employment land and premises available and recent transactions;
  - Employment premises enquiries; and
  - Employer requirements and aspirations (to be gauged via periodic surveys or forum and focus group events).
- 10.35 It is further suggested that NCC's monitoring of 5-year supply of land should review the losses of employment land to other uses and the impact this has on qualitative supply. NCC would be advised to commission regular joint annual market trends reports from a commercial property agent.



## **Appendix 1      Organisations Consulted**



## **Appendix 2      Business Survey**



## **Appendix 3      Site Plans**



## **Appendix 4      Site Appraisals**



## **Appendix 5      Site Summary Appraisals**



## **Appendix 6      Site Pro-Forms**



## **Appendix 7**

### **St Chad's Long term Sectoral and Employment Projections for Northumberland – Land Review Annex**



## **Appendix 8      St Chad's Net Employment Land 5-Year Forecast**



## **Appendix 9      Existing / Committed Sites Assessment Database**



## **Appendix 10     Potential Sites Assessments Pro-Formas**



## **Appendix 11     Potential Site Plans**



## **Appendix 12      Recommended Employment Land Portfolio**







## **Appendix 13      Economic Statistics**





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# **Appendix 1      Organisations Consulted**



- Northumberland County Council – various officers
- The Northumberland Estates
- One Northeast
- DTZ
- Northern Trust / Whittle Jones
- Knight Frank
- Smiths Gore
- Country Land and Business Association
- George F White Surveyors
- Edwin Thompson Surveyors
- Gladman Development
- North East Chamber of Commerce
- City and Northern Commercial Property Developers
- Sanderson Weatherall
- UK Land Estates
- Langtree Developments



## **Appendix 2      Business Survey**



## Employment Land Business Survey: Northumberland

1) **Business Name, Address and Postcode** \_\_\_\_\_

2) **Which business category is most applicable to your firm? (please tick)**

Manufacturing		Food and Drink	
Agriculture, Forestry and Fishing		Logistics/ Distribution	
Customer Contact Centre		Life Science Industries	
Creative Industries		ICT Digital/ Communications	
Construction		Environmental Technology Services	
Renewable Energy		Sport, Leisure and Tourism	
Retail		Education	
Public Services		Financial and Professional Services	
Other (please state):			

3) **How many people work for your organisation at this address?**  
\_\_\_\_\_ full time jobs \_\_\_\_\_ part time jobs \_\_\_\_\_ total jobs

4) **Where is your head office registered?** \_\_\_\_\_

5) **Approximately what percentage of your firm's custom is accounted for by the following markets?**

International		National		North East Region		Local (within 25 mile radius)	
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### Current Premises

6) **Which of the following best describes your business location? (please tick)**

Industrial Estate		Business/Office Park	
Town Centre		Single Urban Site	
Live/Work Unit		Rural Building Conversion	
Other			

7) **What type of property does your firm predominantly occupy? (please tick)**

Heavy industrial factory (not suited to sites adjoining sensitive uses such as residential)		Light industrial factory (suited to sites adjoining sensitive uses such as residential)	
Warehouse/distribution unit		Compound	
Office		Shop	
Other (please specify)			

8) **How long have you been located at your current premises?** \_\_\_\_\_

9) **Was your business or this branch of your business previously located elsewhere? (please tick)**

Yes		No	
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**If yes, where was your business previously located? (please tick)**

Elsewhere in the town		Elsewhere in Northumberland		Tyne & Wear		Outside of Northumberland and Tyne & Wear	
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- 10) **Did any of the following factors influence your decision to move/locate your business in Northumberland?** (please tick choices from 1 = least important to 5 = most important)

Broadband connectivity		Quality of life/environment	
Quality of premises		Quality of business park/industrial estate	
Availability of premises		Cost of premises	
Business park/industrial estate facilities (crèche, gym etc)		Access to grant assistance	
Prestige location		Proximity to supply chains	
Proximity to customers		Proximity to universities/R&D facilities	
Proximity to home		Accessibility to port/airport	
Access to skilled workers		Accessible by public transport	
Accessible to road network		Other (please state)	

- 11) **Approximately how much land or floorspace does your business occupy at this address?**

Net internal floorspace\* \_\_\_\_\_ sq.m (if known)

Gross internal floorspace\*\* \_\_\_\_\_ sq.m

Total site \_\_\_\_\_ ha

\* Net internal floorspace is defined as the internal area including entrance halls, kitchens and built-in units but excluding toilets, stairways, lifts, corridors and common areas

\*\* Gross internal floorspace is defined as the entire area inside the external walls of a building and includes corridors, lifts, plant rooms, service accommodation and toilets but excludes internal walls

- 12) **How well do your current buildings and site meet your space requirements?** (please tick)

Too little space		About the right amount of space		Too much space	
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- 13) **Approximately what proportion of space on your site is vacant/surplus space?**

e.g. 5%, 10%, 25%, 50% \_\_\_\_\_ %

- 14) **How would you rate the quality of your buildings and site?** (please tick choice from 1=poor to 5=excellent)

1		2		3		4		5	
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## Future Premises

- 15) **Do you think prospective changes to working practices (e.g. homeworking, hot-desking, mobile telecoms and broadband) will influence your future property needs and if so how?**

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- 16) **Do you expect your business to expand/contract** (please delete as appropriate) **in terms of space requirements over the next:** (please tick)

0-2 years?				2-5 years?				6-10 years?			
Yes		No		Yes		No		Yes		No	

**If so, how much more/less** (please delete as appropriate) **space would you require?**

\_\_\_\_\_ ha or \_\_\_\_\_ sq.m. or \_\_\_\_\_ %

- 17) **Are you likely to expand/contract on your current site or would you re-locate?** (please tick)

Current Site		Re-locate	
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- 18) **If you were to re-locate, would you seek a site...?** (please tick)

Elsewhere in the town		Elsewhere in Northumberland		Tyne & Wear		Outside of Northumberland and Tyne & Wear	
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- 19) **Do you expect any of the following factors to be of particular importance to the future operation of your business?** *(please tick choices from 1 = least important to 5 = most important)*

Broadband connectivity		Quality of life/environment	
Quality of premises		Quality of business park/industrial estate	
Availability of premises		Cost of premises	
Business park/industrial estate facilities (crèche, gym etc)		Access to grant assistance	
Prestige location		Proximity to supply chains	
Proximity to customers		Proximity to universities/R&D facilities	
Proximity to home		Accessibility to port/airport	
Access to skilled workers		Accessible by public transport	
Accessible to road network		Mobile phone coverage	
Provision of gas		Provision of electricity	
Provision of water		Other (please state)	

---



---

- 20) **What would be the main obstacle to your firm's expansion in Northumberland?** *(please tick)*

Labour shortages		Skills shortages	
Lack of suitable premises		Lack of land for development	
Development costs		Market conditions	
Broadband connectivity		Remoteness from customers	
Remoteness from R&D facilities		Other (please state)	

---



---

- 21) **Do you have any other comments regarding Northumberland as a business location?**

---



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---

Thank you for your time

If you are currently planning to expand your business or relocate and would be interested in knowing how the County Council and its partners may be able to support you please contact Graham Adams (Business Development Manager)  
[graham.adams@northumberland.gov.uk](mailto:graham.adams@northumberland.gov.uk) - 01670 533925



## **Appendix 3      Site Plans**



A detailed map of the Wooperton Inset area. The map shows a network of roads, including a main road running diagonally from the top left to the bottom right. A specific area, labeled 'B08', is highlighted in green. This area is located near the intersection of the main road and a road labeled 'Dunstan Road'. Other landmarks include 'Wooperton Hall', 'Heater Plantation', 'Dunstan Cemetery', 'Perry's Farm (Stable)', 'Bank of Delapre River (left off)', and 'Perry's Farm Wood'. The map also shows various fields, trees, and a small body of water.

**Rennington Inset**

Map showing the village of Rennington and surrounding areas. Key features include:

- North Farm** and **South Farm**
- Castle Back** and **Ppg Sta**
- Orchard Lane** and **Rennington South Bridge**
- Far Lee Wood** and **The Hassocks Wood**
- Stamford Cottages** and **Sewage Works**
- Rennington** (central area)
- A20** (road highlighted in green)
- Lee Moor**
- Path** and **Track**
- Distances:** 57m, 71m, 81m
- Other labels:** Issued, The Green, Spr, Lee Moor

**Thrunton Inset**

Quarry (dis)

Leachild Moor House

Thrunton Brickworks Quarry (Clay)

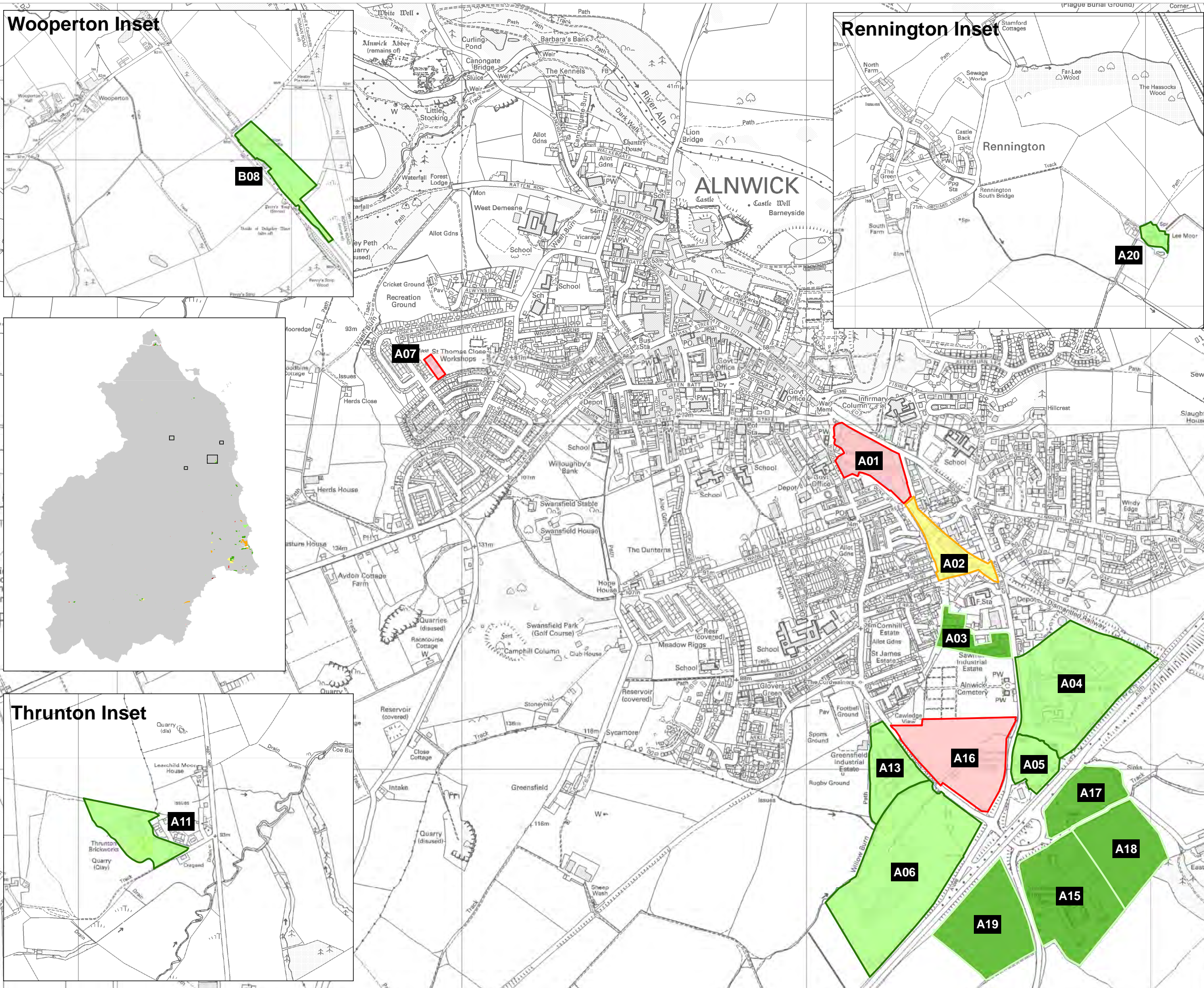
Cragand

Drain




Track

A11

50m



**Employment site classification:**

- |   |   |
|---|---|
|  | Retain employment land allocation                                     |
|  | Retain existing employment site protection                            |
|  | Retain as expansion land  |
|  | Amend site boundary to reflect reduced employment allocation          |
|  | Amend site boundary to reflect reduced employment expansion land area |
|  | Remove existing employment site protection                            |
|  | Redesignate Expansion Land  |
|  | De-allocate   |



Project Northumberland Employment Land Review

Title Site Classification - Alnwick

Client: Northumberland County Council

Date 10.11.2010

Scale 1 : 10,000 @ A3

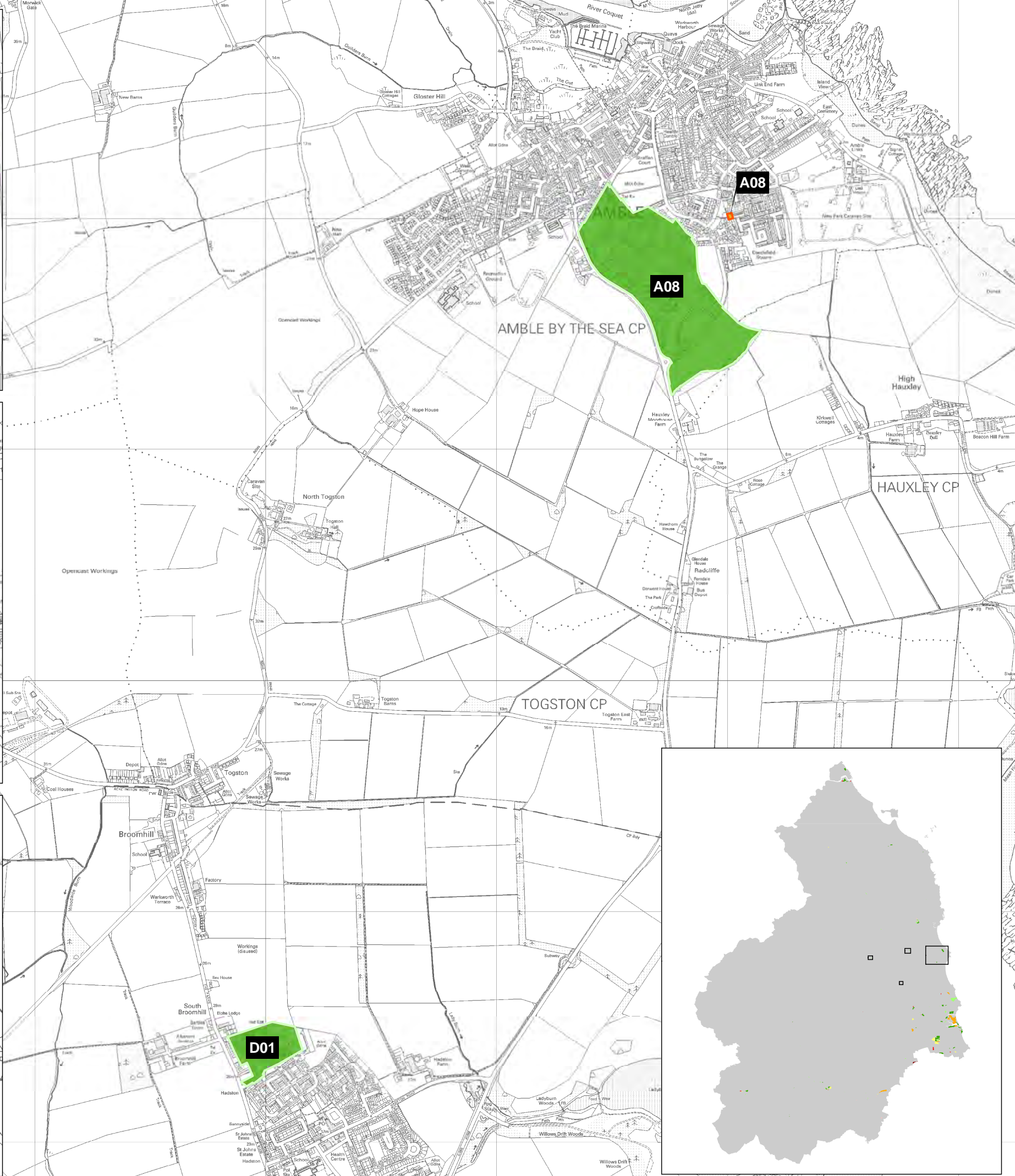
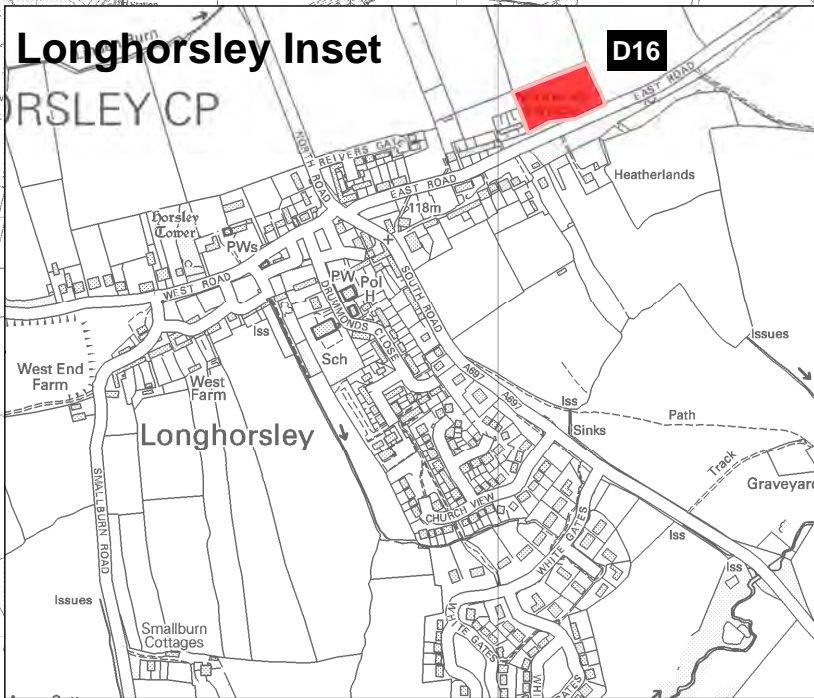
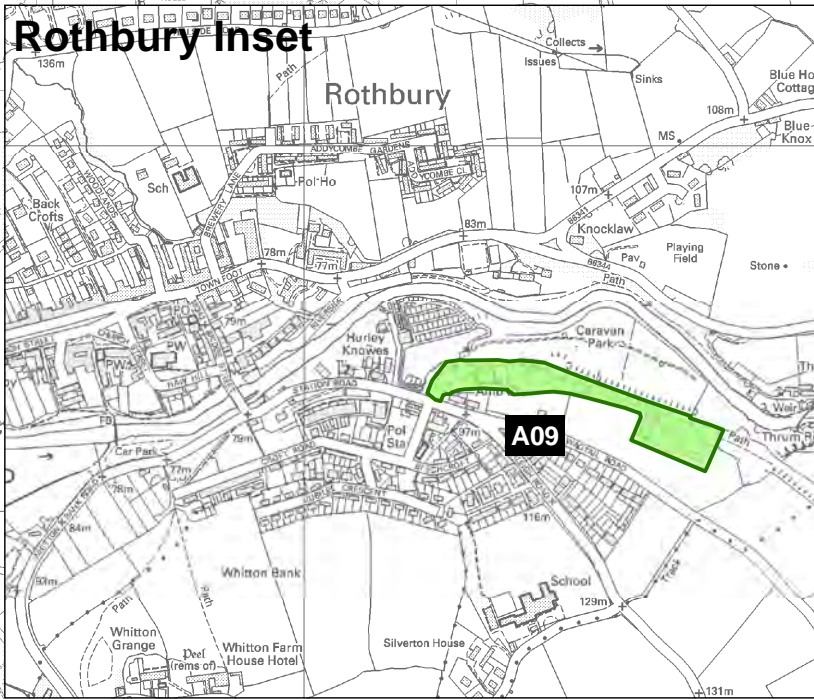
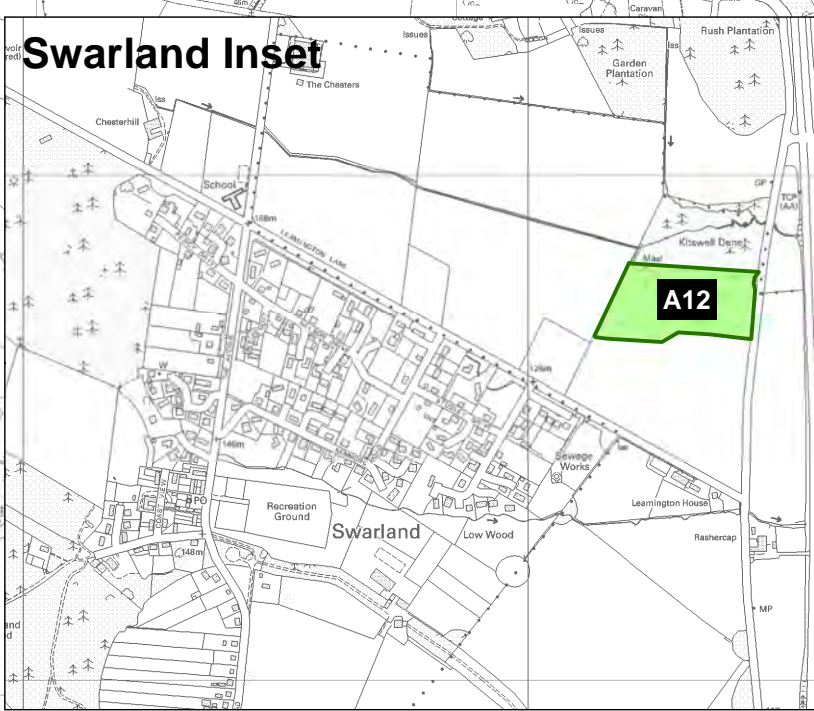
Drawn by MAr

Drg. No GIS21412-014

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GIS Reference: S\NE21412 - Northumberland County Employment Land Review\NE21412 - Northumberland County ELR - Site Classification - Alnwick - 21.09.2010.mxd





- Key**
- Employment site classification:**
- Retain employment land allocation
  - Retain existing employment site protection
  - Retain as expansion land
  - Amend site boundary to reflect reduced employment allocation
  - Amend site boundary to reflect reduced employment expansion land area
  - Remove existing employment site protection
  - Redesignate Expansion Land
  - De-allocate



Project Northumberland Employment Land Review

Title Site Classification - Amble

Client Northumberland County Council

Date 10.11.2010

Scale 1 : 18,000 @ A3

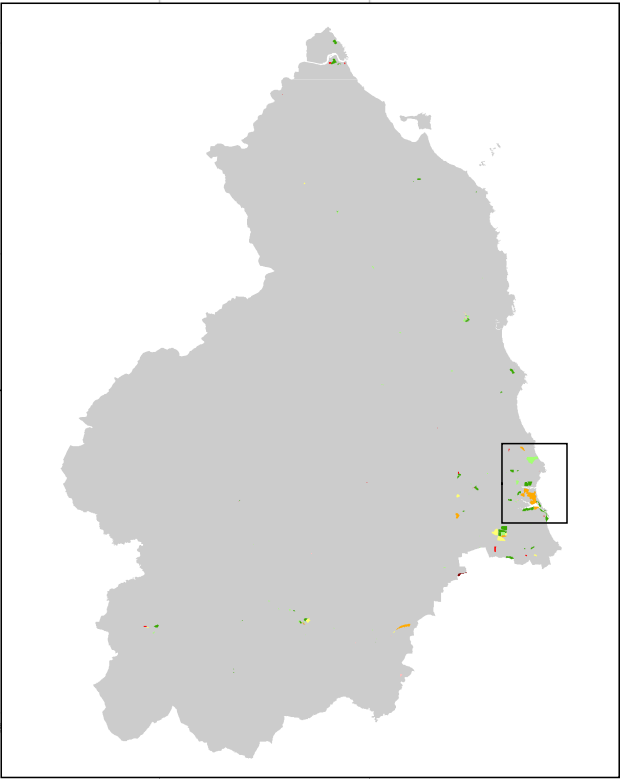
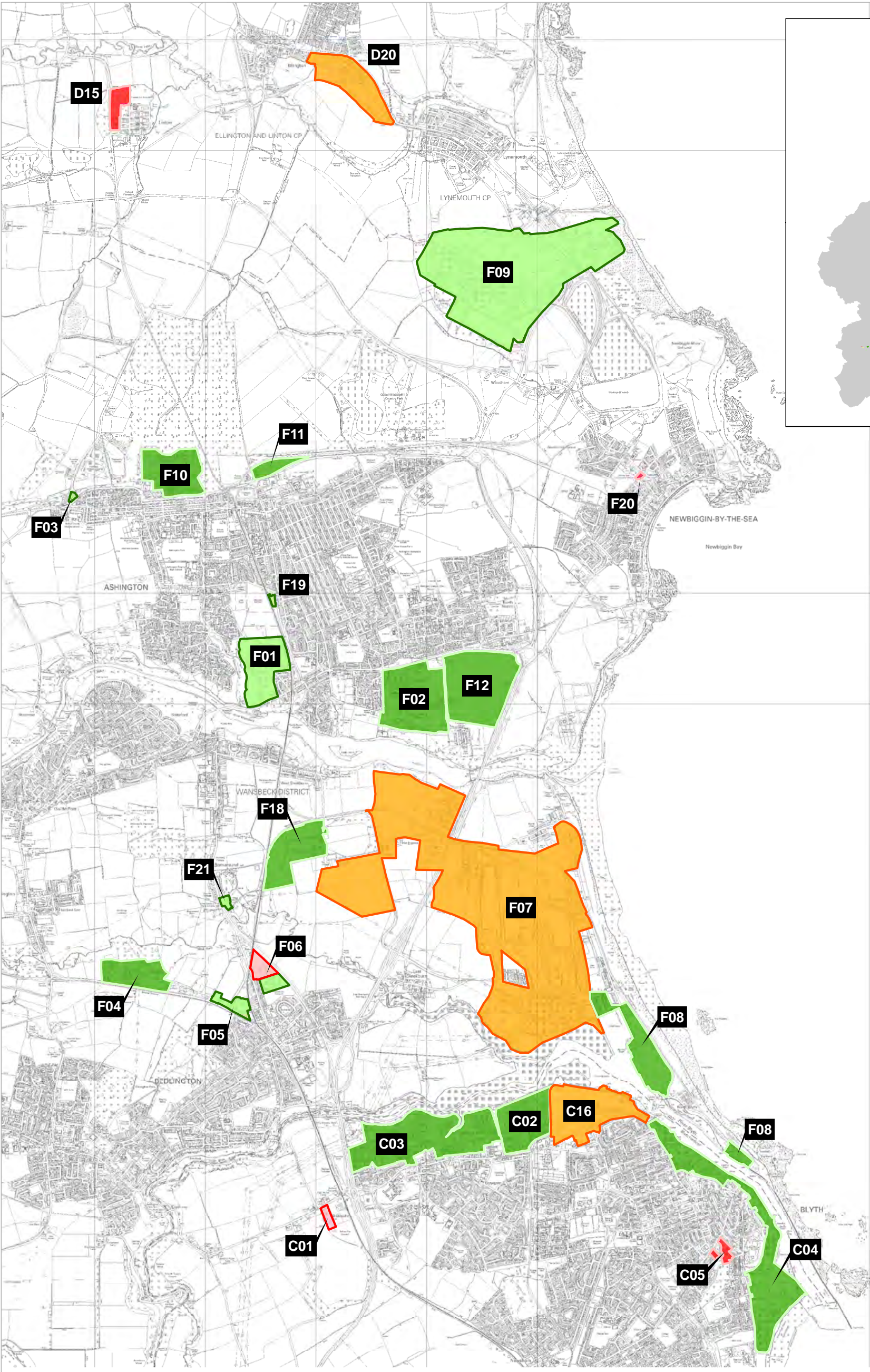
Drawn by MAr

Drg. No GIS21412-013

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GIS Reference: S:\NE21412 - Northumberland County Employment Land Review\NE21412 - Northumberland County ELR - Site Classification - Amble - 21.09.2010.mxd







Key

Employment site classification:

Retain employment land allocation

Retain existing employment site protection

Retain as expansion land

Amend site boundary to reflect reduced employment allocation

Amend site boundary to reflect reduced employment expansion land area

Remove existing employment site protection

Redesignate Expansion Land

De-allocate

Project Northumberland Employment Land Review

Title Site Classification - Ashington & Blyth

Client Northumberland County Council

Date 10.11.2010

Scale 1 : 36,000 @ A3

Drawn by MAr

Dwg. No GIS21412-012

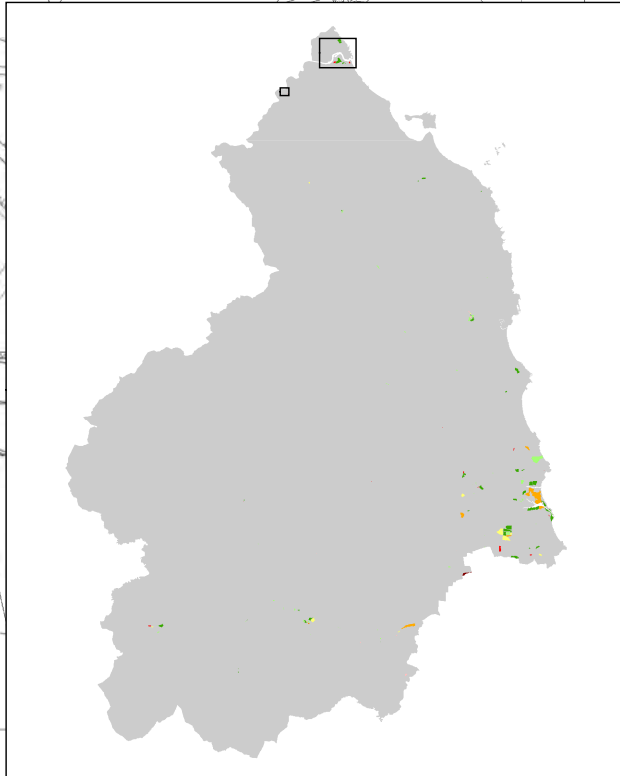
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GIS Reference: S:\NE21412 - Northumberland County Employment Land Review\NE21412 - Northumberland County ELR - Site Classification - Ashington & Blyth - 21.09.2010.mxd





Norham Inset



- Key**
- Employment site classification:**
- Retain employment land allocation
  - Retain existing employment site protection
  - Retain as expansion land
  - Amend site boundary to reflect reduced employment allocation
  - Amend site boundary to reflect reduced employment expansion land area
  - Remove existing employment site protection
  - Redesignate Expansion Land
  - De-allocate

**nlp** Nathaniel Lichfield and Partners

Project Northumberland Employment Land Review

Title Site Classification - Berwick upon Tweed

Client Northumberland County Council

Date 10.11.2010

Scale 1 : 16,000 @ A3

Drawn by MAR

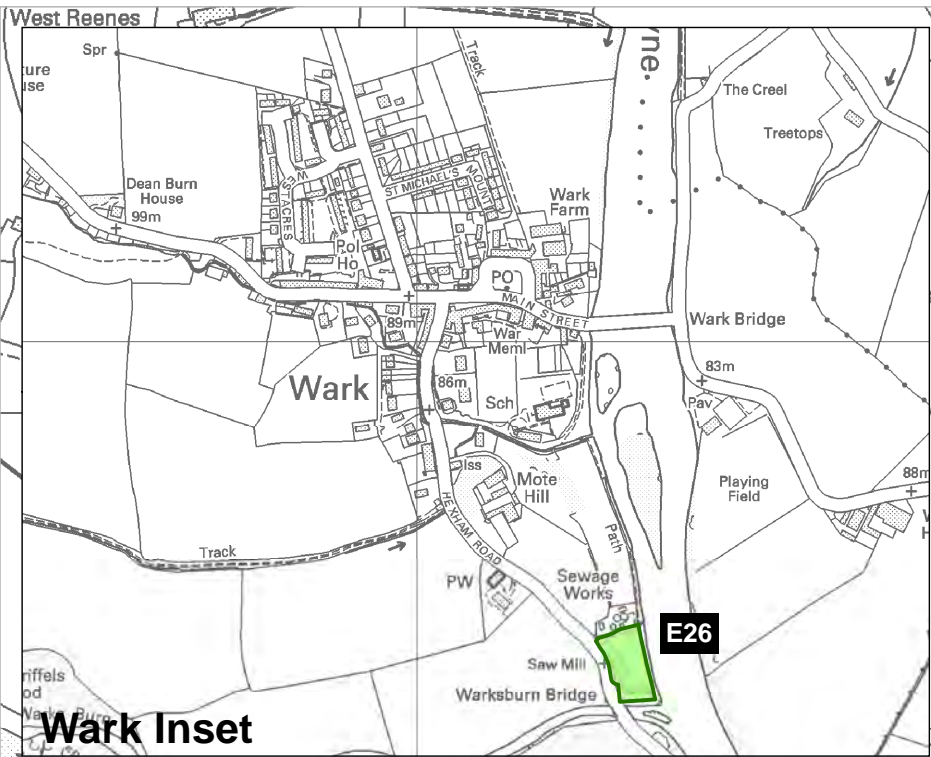
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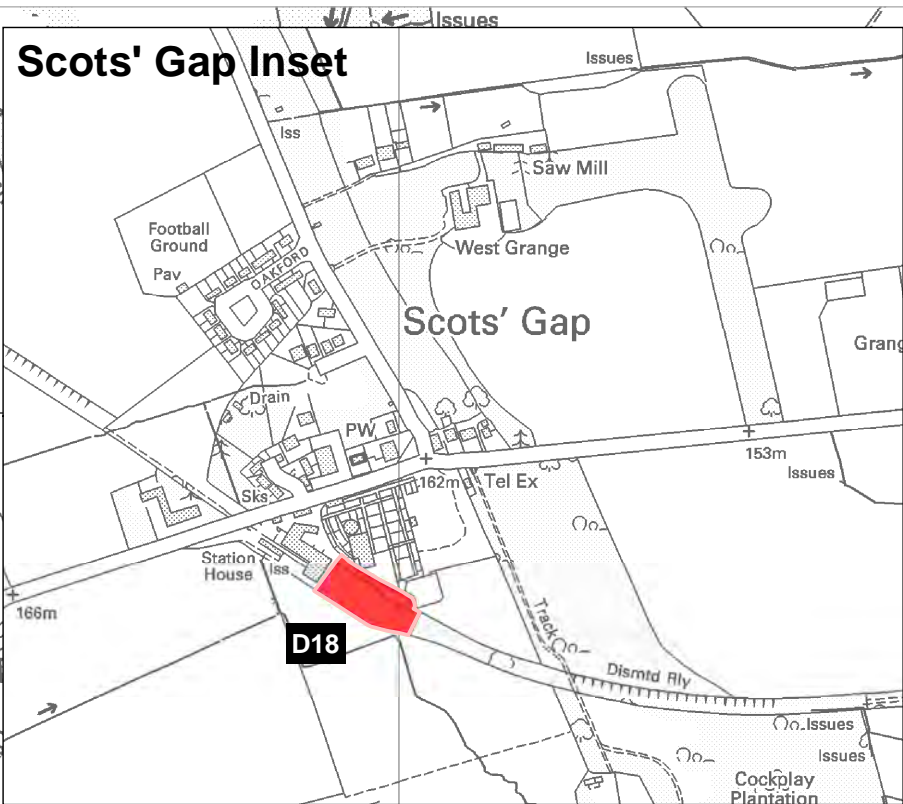
GIS Reference: S:\NE21412 - Northumberland County Employment Land Review\NE21412 - Northumberland County ELR - Site Classification - Berwick upon Tweed - 21.09.2010.mxd



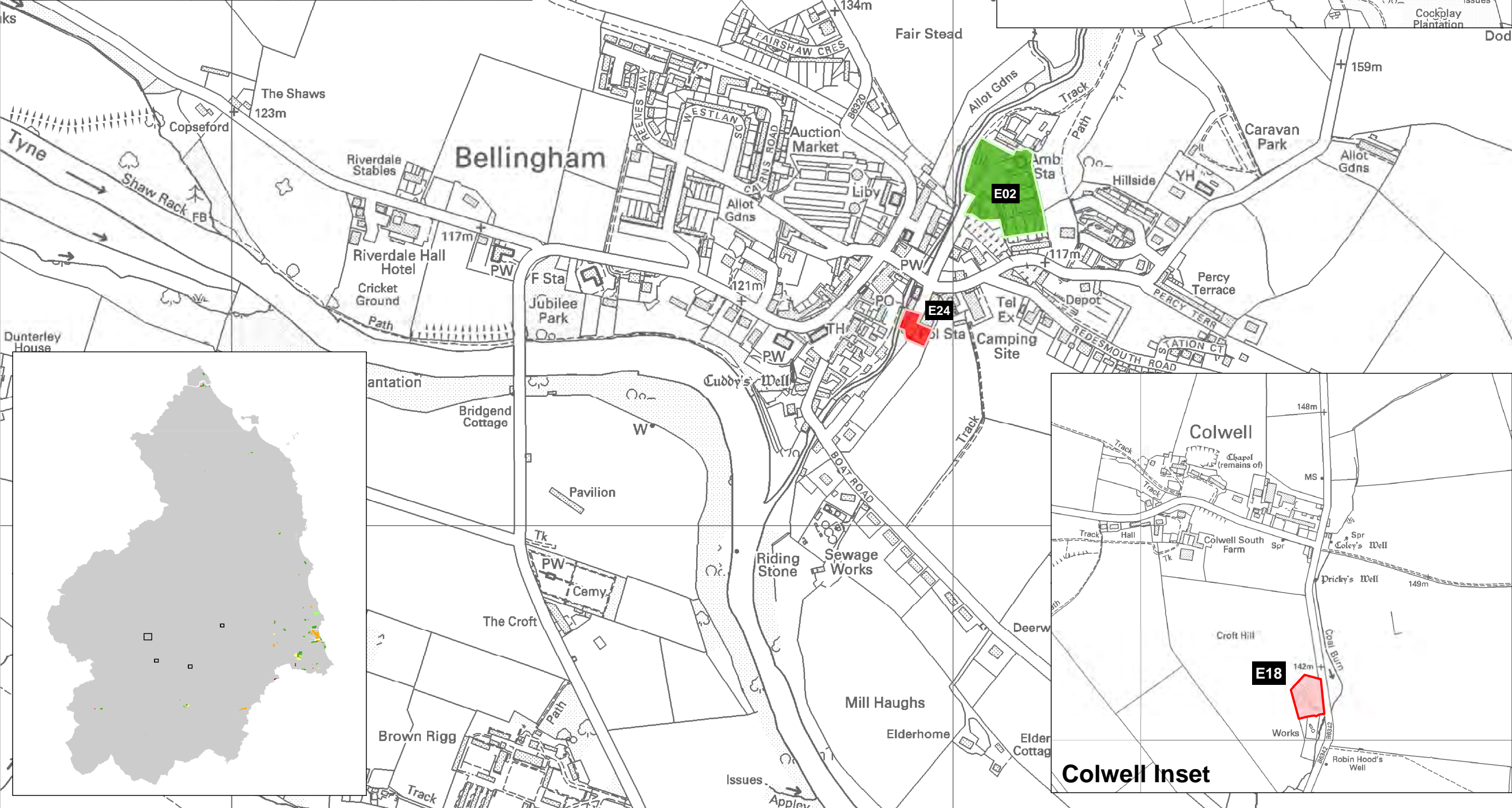




Wark Inset



Scots' Gap Inset



- Key**
- Employment site classification:**
- Retain employment land allocation
  - Retain existing employment site protection
  - Retain as expansion land
  - Amend site boundary to reflect reduced employment allocation
  - Amend site boundary to reflect reduced employment expansion land area
  - Remove existing employment site protection
  - Redesignate Expansion Land
  - De-allocate



Project Northumberland Employment Land Review

Title Site Classification - Bellingham, Colwell, Scots' Gap & Wark

Client Northumberland County Council

Date 10.11.2010

Scale 1 : 6,000 @ A3

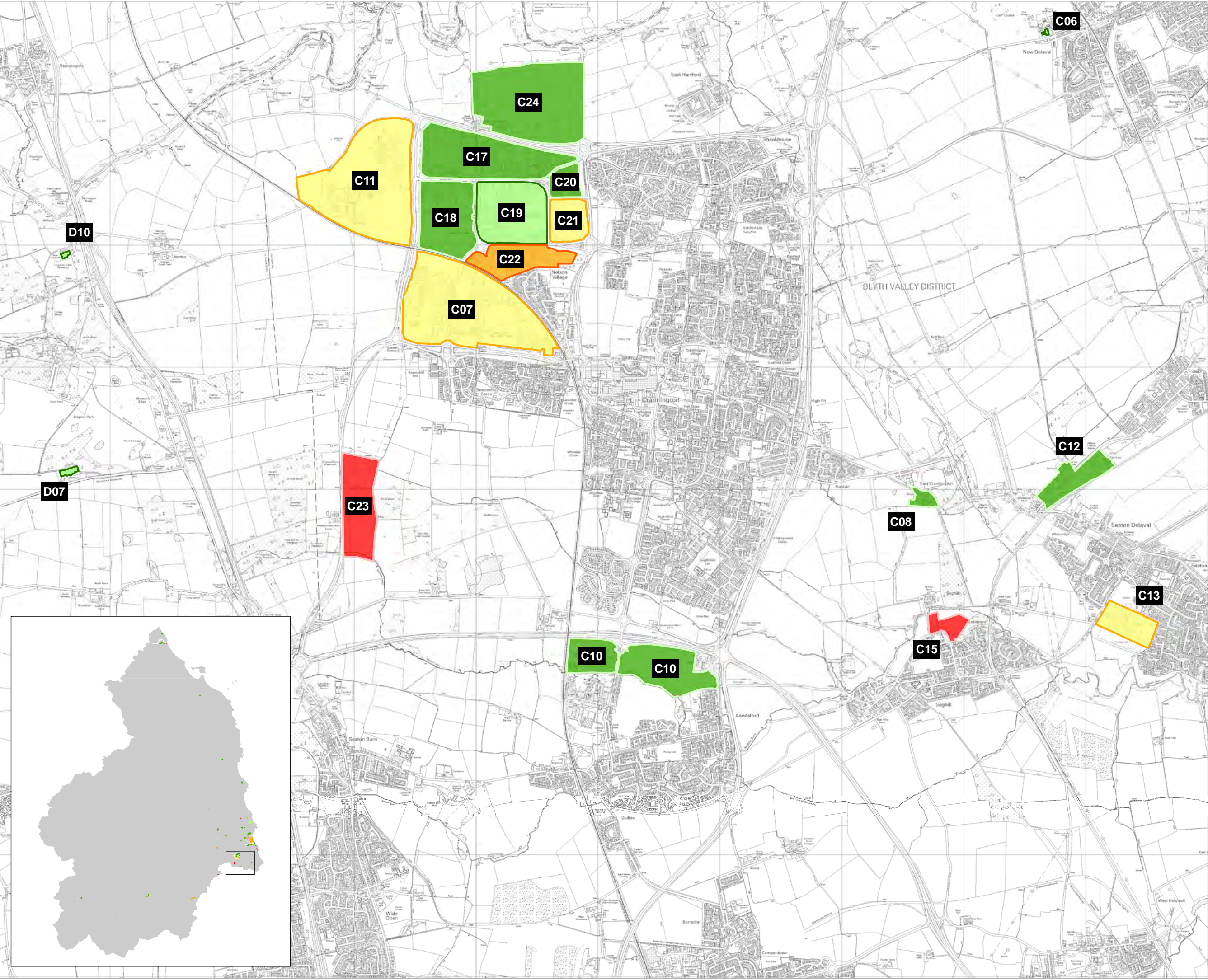
Drawn by MAR

Org. No GIS21412-007

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GIS Reference: S:\NE21412 - Northumberland County Employment Land Review\NE21412 - Northumberland County ELR - Site Classification - Bellingham, Colwell, Scots' Gap & Wark - 21.09.2010.mxd







- Key**
- Employment site classification:**
- Retain employment land allocation
  - Retain existing employment site protection
  - Retain as expansion land
  - Amend site boundary to reflect reduced employment allocation
  - Amend site boundary to reflect reduced employment expansion land area
  - Remove existing employment site protection
  - Redesignate Expansion Land
  - De-allocate



Project Northumberland Employment Land Review

Title Site Classification - Cramlington

Client Northumberland County Council

Date 10.11.2010

Scale 1 : 28,000 @ A3

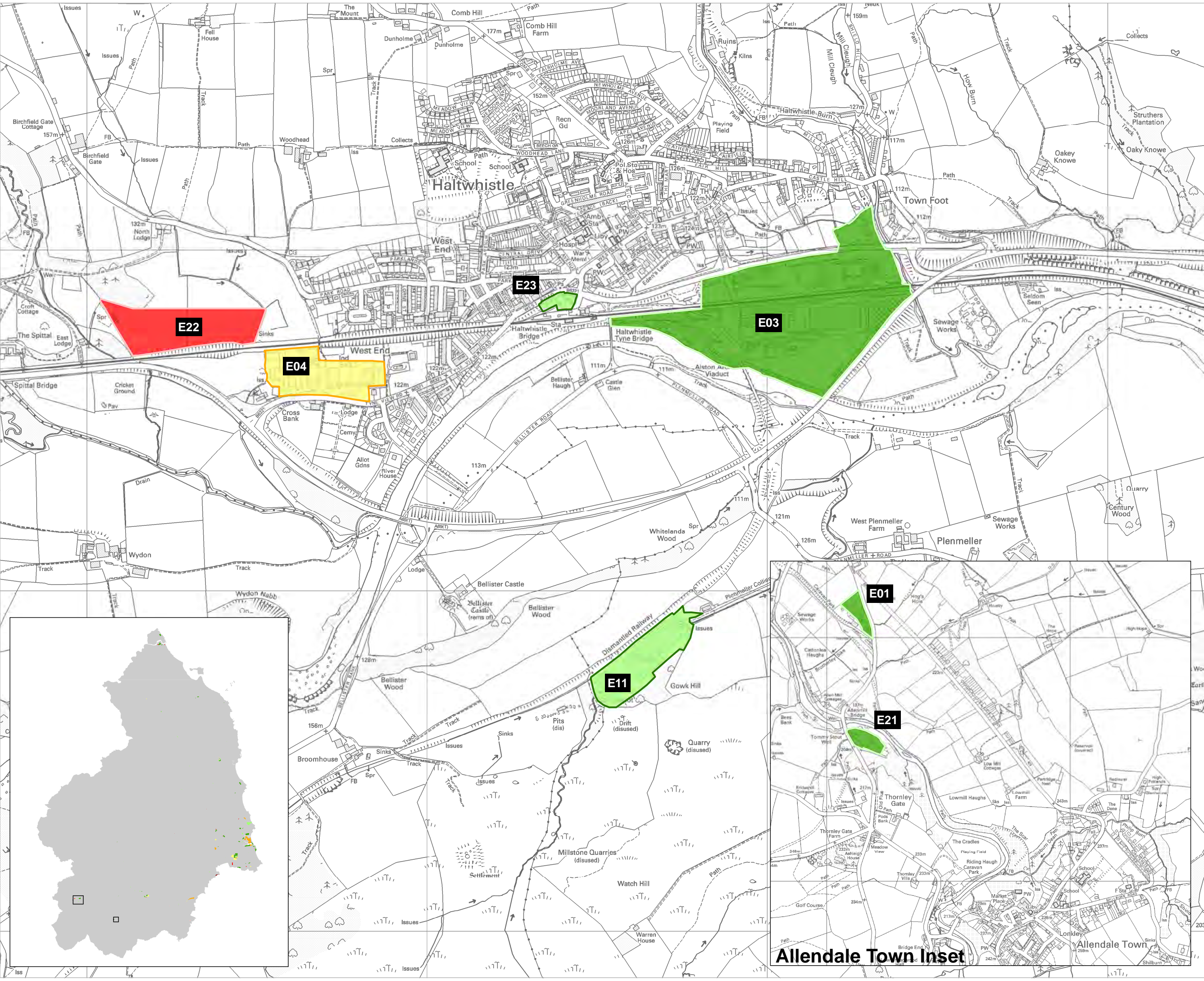
Drawn by MAr

Drg. No GIS21412-008

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GIS Reference: S:\NE21412 - Northumberland County Employment Land Review\NE21412 - Northumberland County ELR - Site Classification - Cramlington - 21.09.2010.mxd







- Key**
- Employment site classification:**
- Retain employment land allocation
  - Retain existing employment site protection
  - Retain as expansion land
  - Amend site boundary to reflect reduced employment allocation
  - Amend site boundary to reflect reduced employment expansion land area
  - Remove existing employment site protection
  - Redesignate Expansion Land
  - De-allocate



Project Northumberland Employment Land Review

Title Site Classification - Haltwhistle

Client Northumberland County Council

Date 10.11.2010

Scale 1 : 10,000 @ A3

Drawn by MAR

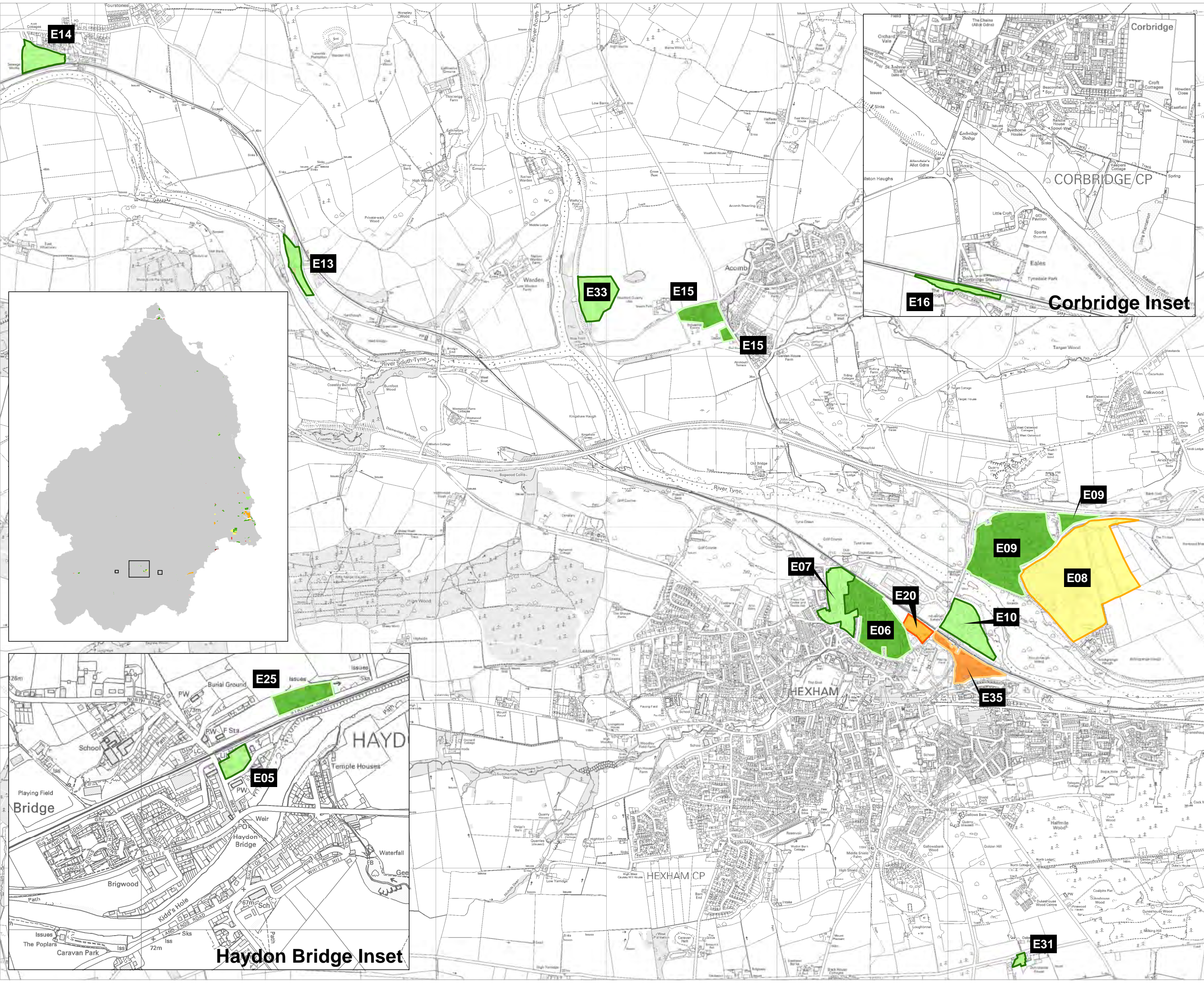
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GIS Reference: S:\NE21412 - Northumberland County Employment Land Review\NE21412 - Northumberland County ELR - Site Classification - Haltwhistle - 21.09.2010.mxd



**Allendale Town Inset**





- Key**
- Employment site classification:**
- Retain employment land allocation
  - Retain existing employment site protection
  - Retain as expansion land
  - Amend site boundary to reflect reduced employment allocation
  - Amend site boundary to reflect reduced employment expansion land area
  - Remove existing employment site protection
  - Redesignate Expansion Land
  - De-allocate



Project Northumberland Employment Land Review

Title Site Classification - Hexham

Client Northumberland County Council

Date 10.11.2010

Scale 1 : 20,000 @ A3

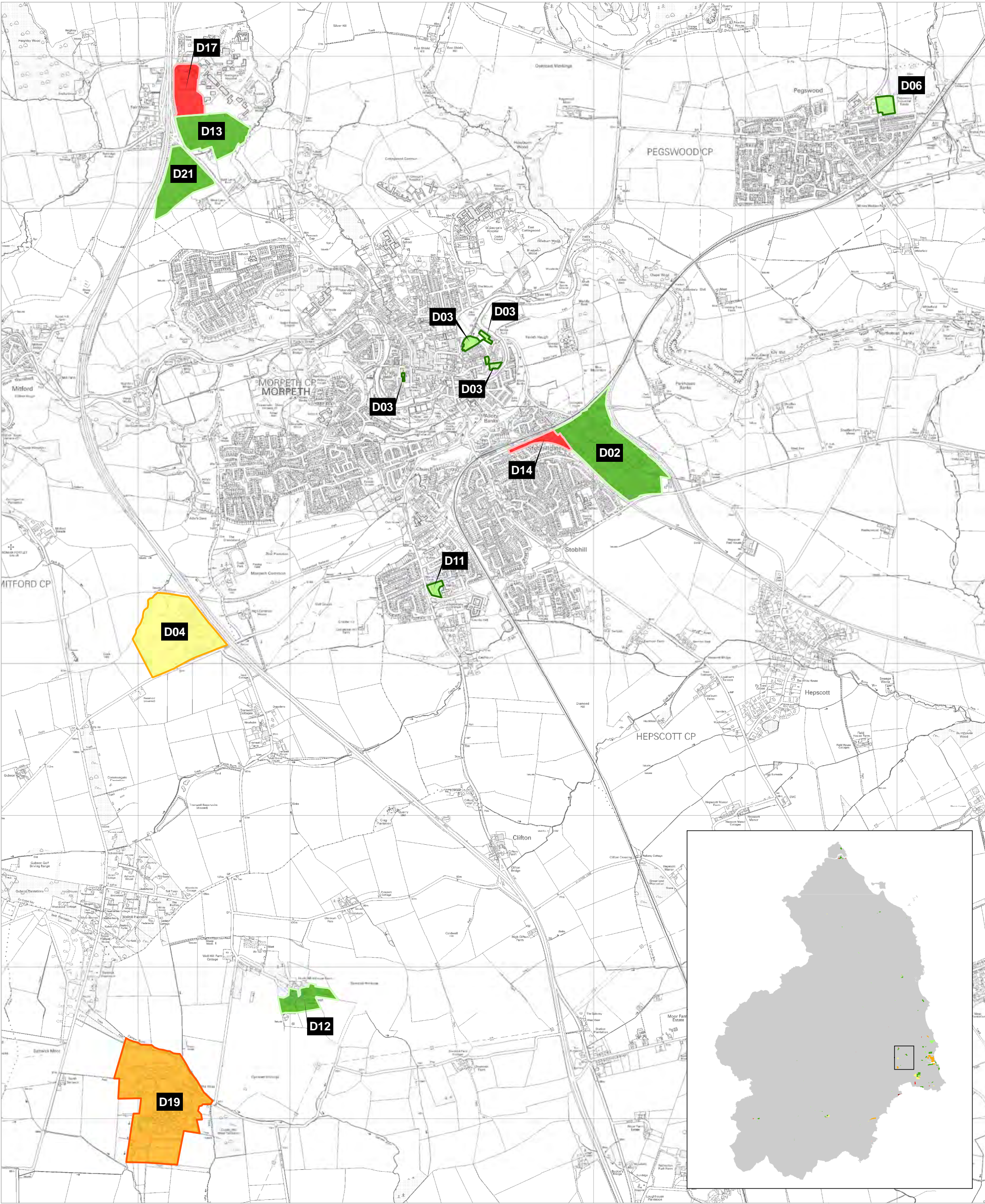
Drawn by MAR

Org. No GIS21412-006

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Key

Employment site classification:

Retain employment land allocation

Retain existing employment site protection

Retain as expansion land

Amend site boundary to reflect reduced employment allocation

Amend site boundary to reflect reduced employment expansion land area

Remove existing employment site protection

Redesignate Expansion Land

De-allocate



Project Northumberland Employment Land Review

Title Site Classification - Morpeth

Client Northumberland County Council

Date 10.11.2010

Scale 1 : 23,000 @ A3

Drawn by MAR

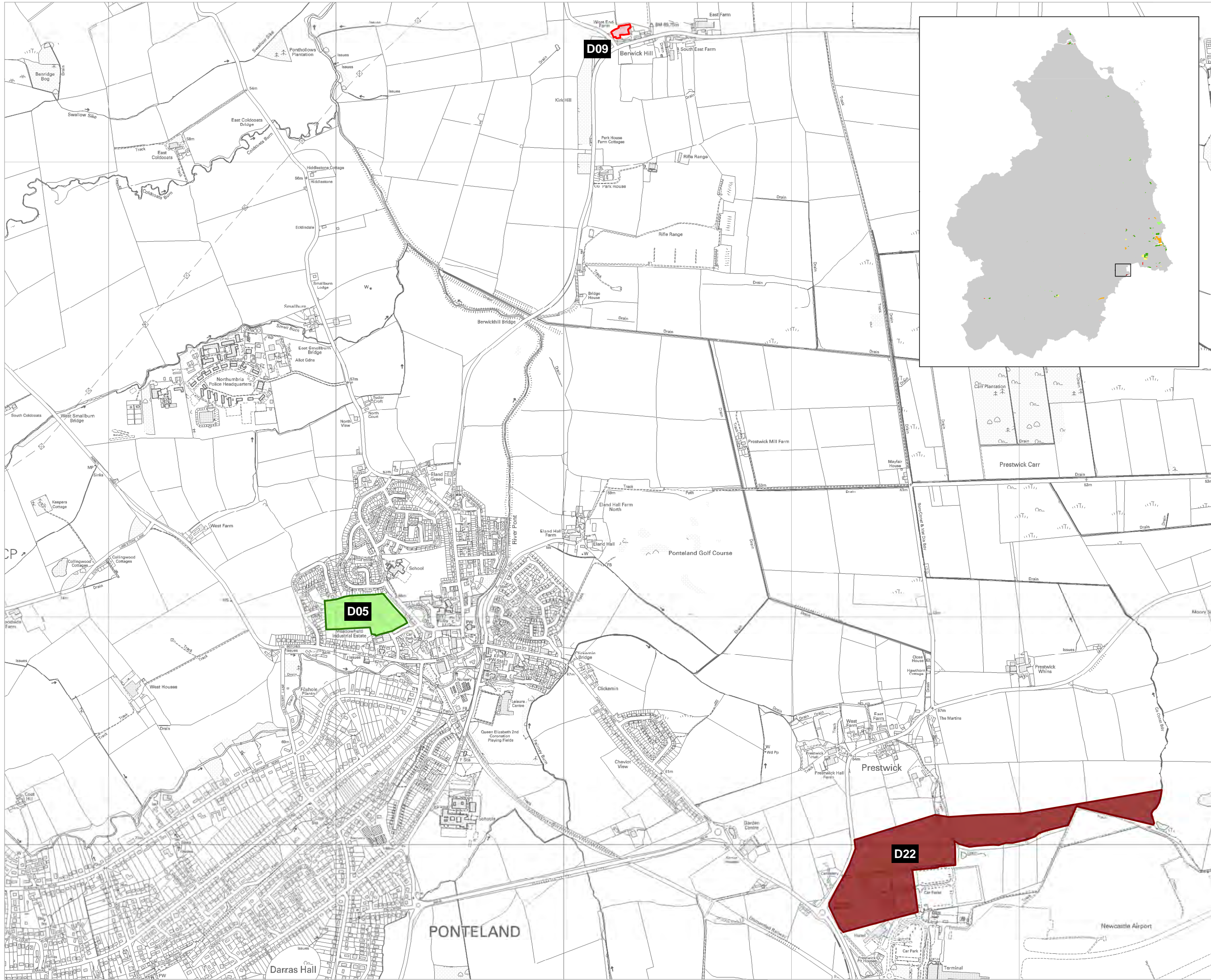
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GIS Reference: S:\NE21412 - Northumberland County Employment Land Review\NE21412 - Northumberland County ELR - Site Classification - Morpeth - 21.09.2010.mxd







**Key**

**Employment site classification:**

- Retain employment land allocation
- Retain existing employment site protection
- Retain as expansion land
- Amend site boundary to reflect reduced employment allocation
- Amend site boundary to reflect reduced employment expansion land area
- Remove existing employment site protection
- Redesignate Expansion Land
- De-allocate

**nlp** Nathaniel Lichfield and Partners

Project Northumberland Employment Land Review

Title Site Classification - Ponteland

Client Northumberland County Council

Date 11.2010

Scale 1 : 15,000 @ A3

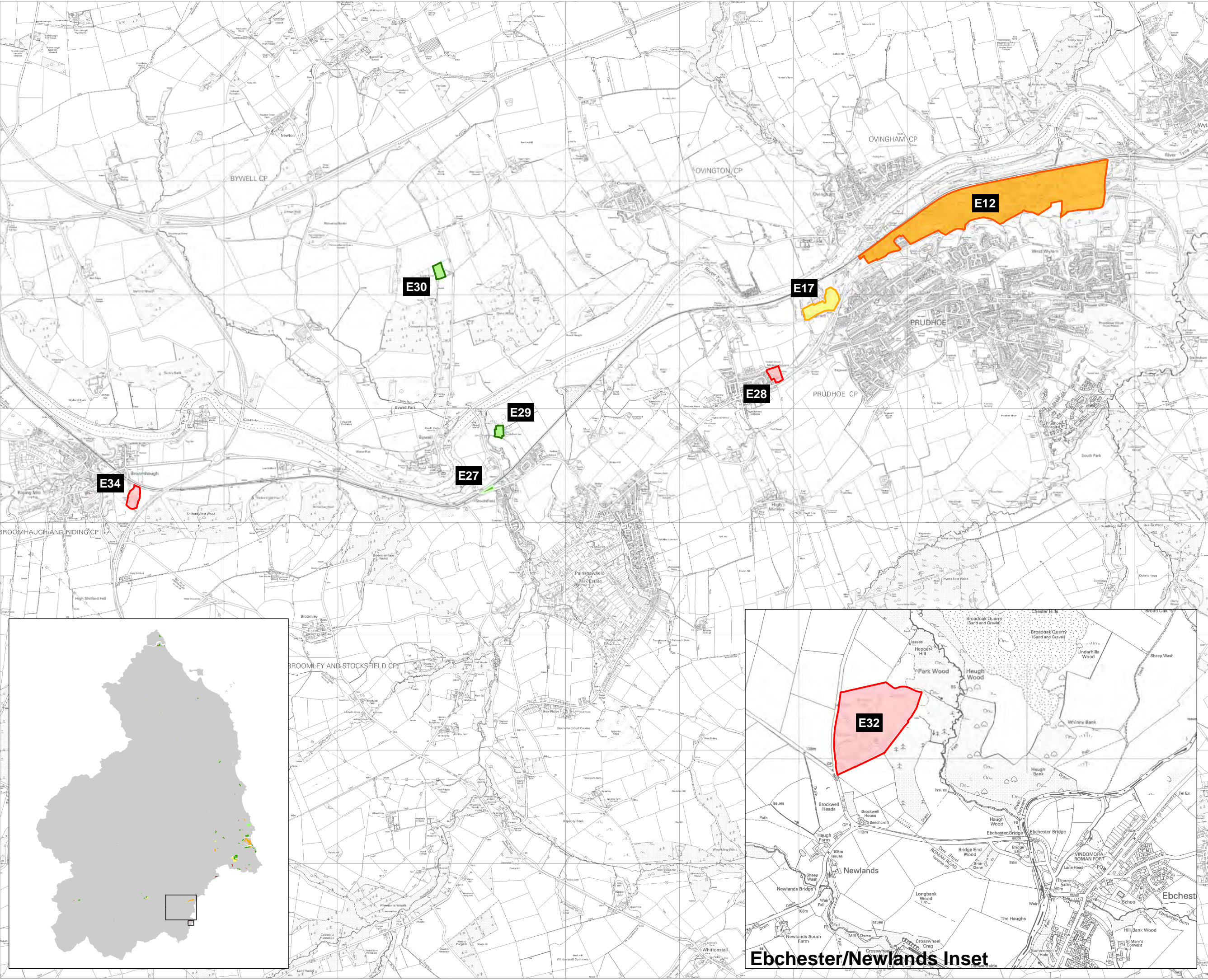
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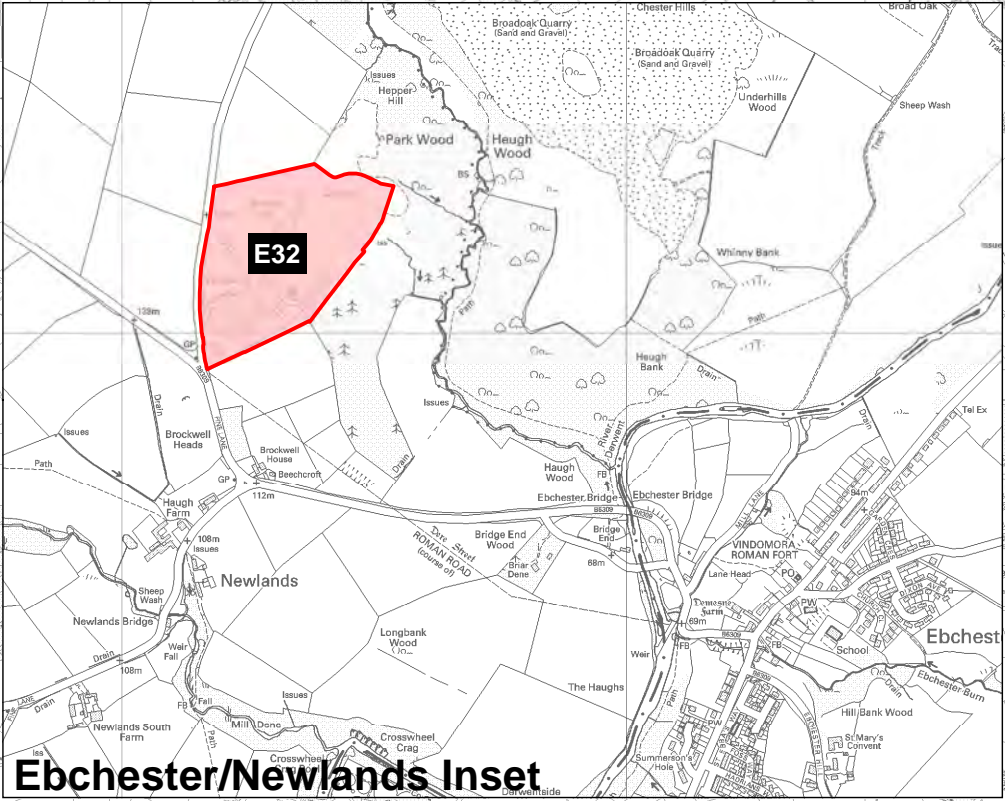
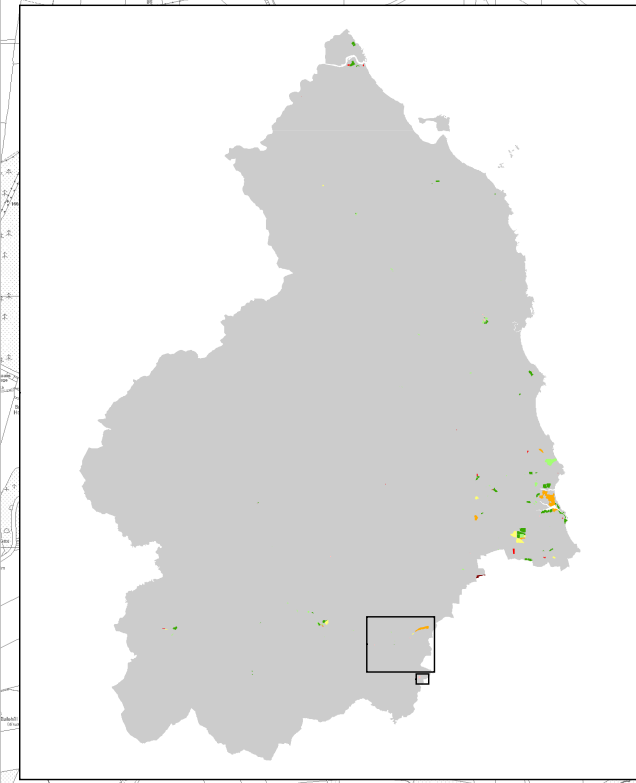
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GIS Reference: S:\NE21412 - Northumberland County Employment Land Review\NE21412 - Northumberland County ELR - Site Classification - Ponteland - 21.09.2010.mxd





- Key**
- Employment site classification:**
- Retain employment land allocation
  - Retain existing employment site protection
  - Retain as expansion land
  - Amend site boundary to reflect reduced employment allocation
  - Amend site boundary to reflect reduced employment expansion land area
  - Remove existing employment site protection
  - Redesignate Expansion Land
  - De-allocate



**nlp Nathaniel Lichfield and Partners**

Project Northumberland Employment Land Review

Title Site Classification - Prudhoe

Client Northumberland County Council

Date 10.11.2010

Scale 1 : 30,000 @ A3

Drawn by MAR

Drg. No GIS21412-010

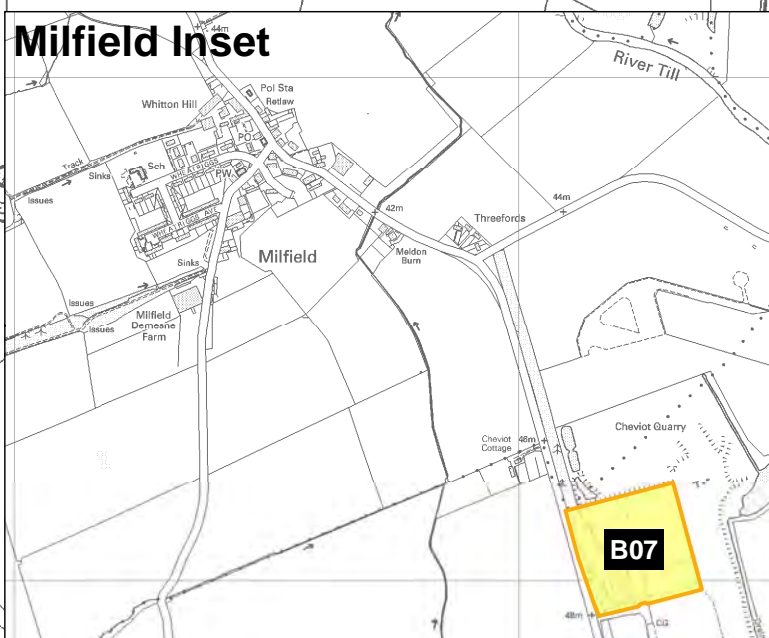
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GIS Reference: S:\NE21412 - Northumberland County Employment Land Review\NE21412 - Northumberland County ELR - Site Classification - Prudhoe - 21.09.2010.mxd

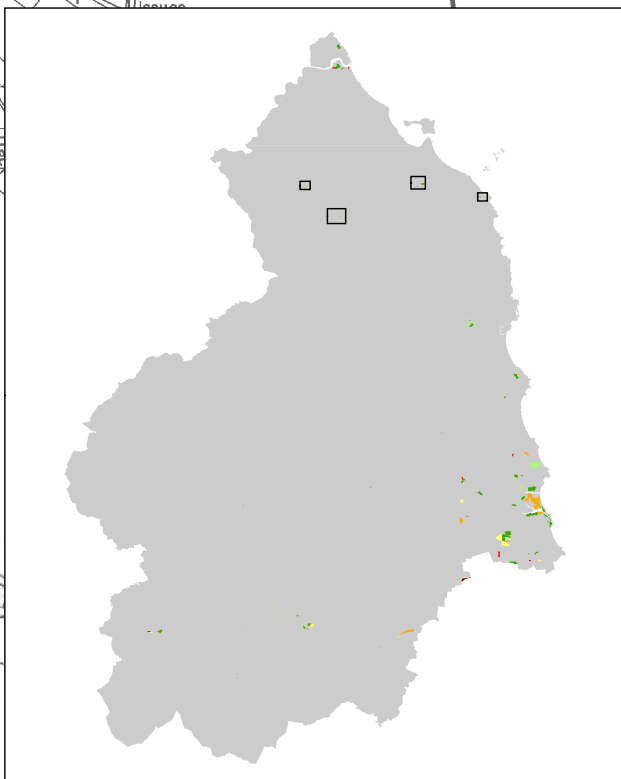
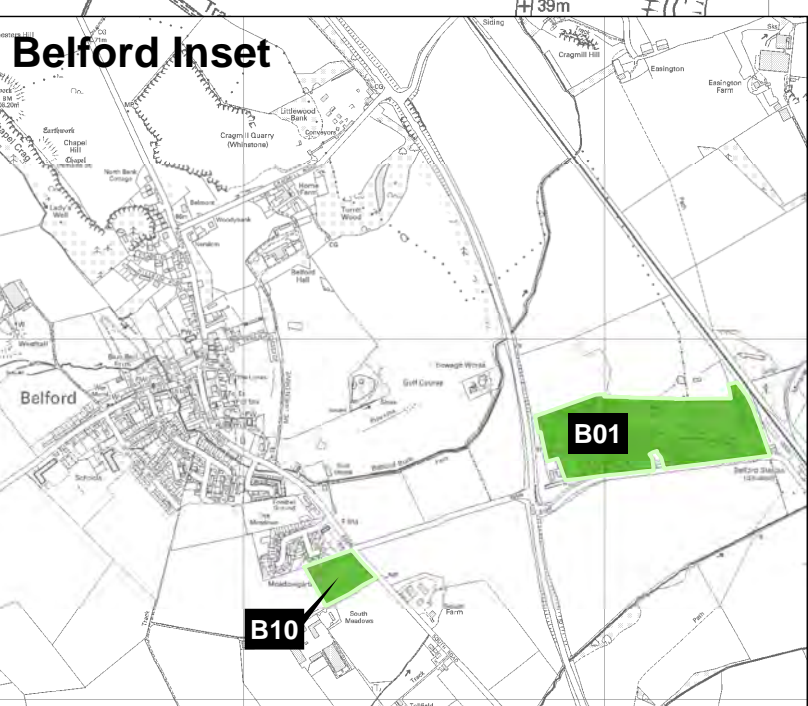
N



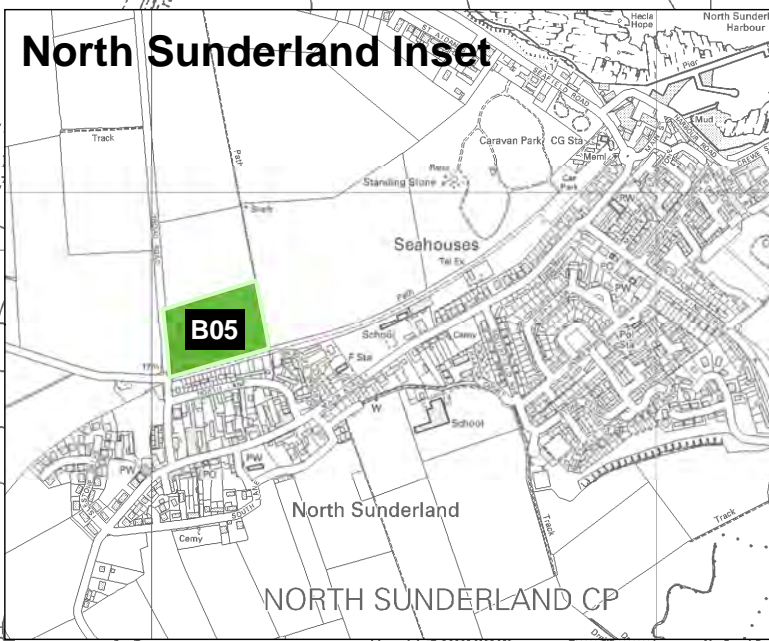
## Milfield Inset



## Belford Inset



## North Sunderland Inset



### Key

#### Employment site classification:

- Retain employment land allocation
- Retain existing employment site protection
- Retain as expansion land
- Amend site boundary to reflect reduced employment allocation
- Amend site boundary to reflect reduced employment expansion land area
- Remove existing employment site protection
- Redesignate Expansion Land
- De-allocate



Project Northumberland Employment Land Review

Title Site Classification - Wooler

Client Northumberland County Council

Date 10.11.2010

Scale 1 : 8,000 @ A3

Drawn by MAR

Drg. No GIS21412-015

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GIS Reference: S:\NE21412 - Northumberland County Employment Land Review\NE21412 - Northumberland County ELR - Site Classification - Wooler - 21.09.2010.mxd

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## **Appendix 4      Site Appraisals**



# Site Assessment Criteria

## NORTHUMBERLAND EMPLOYMENT STUDY – SITE ASSESSMENT CRITERIA

The criteria for assessing potential new employment sites are set out below. These criteria mainly relate to the inherent value of a site rather than current conditions on it, although such characteristics would also be noted where applicable. Ownership and availability information may not be possible to obtain in many cases and a judgement may need to be made on these criteria.

Each site would be given a score of between 1 and 5 against each criterion (1 = poor, 5 = very good). No individual weightings would be attached to different criteria.

**Current Use:** Commentary on existing land uses at the site, based on site observation.

### 1. Access to strategic road network:

5 = **very good:** within 2 km of strategic road junction/ via good unconstrained roads

1 = **poor:** over 5 km from junction/access, and/or through constrained/local roads, and/or through town centre or residential areas etc

### 2. Local road access including congestion and quality of roads;

5 = **very good local access:** via free moving good roads avoiding residential areas/difficult junctions;

1 = **poor:** difficult/narrow road access, via residential roads, difficult junction, congested roads;

### 3. Proximity to urban areas and ease of access to labour & services;

5 = **very good:** near town, district centre (i.e. within 1km); good pedestrian access to residential areas and public transport connections (i.e. on a regular bus route to residential areas and in close proximity to a bus/rail stop);

1 = **poor:** remote site, no services or residential areas nearby (i.e. over 5km away);

### 4. Compatibility of adjoining uses:

5 = within larger employment area/ no incompatible surrounding land use;

2-4 = B1 use adjoining residential/other sensitive uses;

1 = B2/B8 adjoining residential/other sensitive uses;

### 5. Site characteristics and development constraints (including topography, size, profile, development constraints etc):

5 = **very good:** generally level site, regular shape, over 3 ha in size; no significant other constraints on development,

1 = **poor:** sloping/uneven site; under 0.5 ha, irregular/narrow shape, other severe constraints (i.e. within HSE exclusion zone, flood zone 3b etc);



## **6. Market Attractiveness (rated by both settlement and specific location)**

5= **very good**: viewed as attractive by agents/occupiers; area of strong demand for intended use; high profile location (i.e. visually adjoining a trunk road/key junction/beside a successful existing business park or industrial estate),

1 = **poor**: area of low demand, difficult to attract occupiers, low profile location.

## **7. Planning / Sustainability factors**

5= **very good**: development would be located and be of a scale and form compliant with RSS and emerging LDF policies and objectives/strong relationship with settlement boundary; extant planning permissions; brownfield site etc;

1= **poor**: weak alignment with emerging LDF/RSS objectives; restrictive designations; greenfield site etc.

## **8. Ownership Factors: [Where available]**

Not scored, but ownership factors noted e.g. all in single ownership or many small separate ownerships with risk of ransom strips

## **9. Barriers to Development [Where available]**

Not scored, but barriers to development noted e.g. requires adjoining land to be developed first, abnormal infrastructure requirements contamination constraints, electricity pylons etc.

## **OTHER FACTORS TO BE NOTED FOR SITES WITH EXISTING DEVELOPMENT**

### **Type of Use**

- B1/B2/B8, other

### **Vacancy Levels**

- Estimate of proportion of vacant floorspace

### **Age of Premises**

- Pre-1970
- 1970-1990
- 1990-2000
- Post 2000

### **Condition of Premises**

- Good
- Average
- Poor
- Derelict/no longer in use



**Amount of Development Land Available**

- Under 10% of site undeveloped
- Over 50% of site undeveloped

**Potential for Alternative Employment Use**

- Good for bad neighbour or niche uses
- Potential to sub-divide for starter units
- Scope to upgrade for employment use
- Remove undesirable use.



## **Appendix 5      Site Summary Appraisals**



## SUMMARY APPRAISAL

### North Service Area Locality

#### Alnwick

- 1.1 Notwithstanding a site at St Thomas' Close to the west of the town all of the employment sites assessed within Alnwick are located to the south east of the town centre. Some sites are located more centrally at Alnwick Station; however, the majority are located within a purpose built employment area adjacent to the A1 which offers excellent access to the strategic road network whilst being in close proximity to residential areas and services within Alnwick. Nonetheless, due to the mixture of duelled and single carriageway sections on the A1 this will impact upon the market attractiveness of employment sites within the north of the county.
- 1.2 The most central site within Alnwick is at **Alnwick Station** (A1) (2.47ha). This site contains mainly retail uses including a Lidl Supermarket, a Barter Bookstore and more bulky retailers such as a builder's merchants and carpet store. Sui Generis uses, such as a car service centre, are also present on site along with a builders merchants (B8). The site is generally in good condition with no vacancies and no additional land available for development. The site benefits from being in close proximity to residential areas and services within the centre of Alnwick which is accessible either on foot or by public transport. Although the site is close to the strategic road network, the local roads within the town centre can often become congested. The site is constrained further by sensitive historic structures being located both to the north of and within the site, as the former station building is Grade II listed whilst a portion of the site forms part of a Conservation Area. This is regarded as a sustainable site which is subject to high levels of demand; nevertheless, it is likely that this demand will be for retailing rather than traditional B-class uses.
- 1.3 To the immediate south west of the station, **South Road** (A2) (1.77ha) is a site that contains B8 uses for local businesses such as Cropwise and Sub-Surface Tech. The site also contains other uses such as an ambulance station and a Ford Garage. The site is regarded to be in an average condition, although there are currently no vacancies on site and there is no room for additional development. The site benefits from being located within 1km of the A1, however, the local road network can become congested at peak times. The site is within a sustainable location close to residential areas and services which are accessible via public transport; however the site is surrounded by residential development and is physically constrained due to its narrow nature and steep topography. Overall, this site is regarded as being an employment site of average quality which is more likely to appeal to bulky retail outlets rather than B-class uses.
- 1.4 To the immediate south of South Road is **Alnwick Sawmill** (A3) (1.56ha). This site contains small scale retail and services such as Alnwick Industrial Supplies and Alnwick Paint and Glass serving the local market. The site appears to be



run down with poor quality units; however, vacancy levels are low and there is very little land available for further development. As with other sites on the edge of the town centre, the site benefits from good access to residential areas, services and the A1 but suffers from congestion within the local road network whilst the site entrance is hindered by the local traffic control system. The site is poorly designed with a tight road layout and cul-de-sac which makes the site appear constricted; the roads are also structurally poor and in need of improvement. There is the potential for a portion of this site to become available for residential development, although on the whole it is regarded that this site provides space for lower order employment uses requiring an affordable location within the town.

1.5 **Willowburn** (A4) (9.59 ha) is the first of nine sites which are located within a new purpose built employment area to the south west of the town readily accessible via the A1. The site has diversified with warehousing, manufacturing and distribution units for Alnmaritec and Hardy-Greys being supplemented by offices for DEFRA, a garden centre and play area. There are no vacancies on site. Whilst the condition of the units varies depending on age, there are small pockets of land which could be used for expansion by existing occupiers. The site is well screened by mature landscaping which in turn creates a more attractive working environment. This is a sustainable site, easily accessible by public transport within a wider employment area; however some land is unsuitable for development due to the undulating nature of the site. This is regarded as an attractive employment site as shown by its low vacancy levels.

1.6 To the immediate south west of Willowburn, **Willowtree** (A5) (1.67ha) contains a number of small starter industrial units developed by the Northern Trust for companies such as *Chemex*, *Lord Hire* and *TMS Moto Spares*. There is no land currently available for further development, the premises on the whole are in average condition and vacancy levels are low at around 10%. This is a sustainable site within a wider employment area which is easily accessible by public transport and benefits from good access to the A1 albeit via potentially congested roads. There is excellent screening on site which consequently restricts the site frontage; vacant land toward the south of the site also slopes too steeply to be considered suitable for further development. Given the site's strategic position and low vacancy levels this site is regarded as being attractive to starter businesses within the area, despite one or two older units appearing slightly run down.

1.7 Located to the immediate south of Hotspur Park, **Stirling Winthrop** (A6) (12.31ha) is currently used as a research centre for pharmaceutical company *Sanofi Aventis*. The site is in good condition and is well maintained. There are no vacant units; however, the site contains a large flat buffer zone containing trees and grass which could be suitable for development provided there are no ecological constraints. There is the potential for traffic to be generated by Hotspur Park which could cause congestion within the local road network. However, on the whole, the site benefits from good access to the A1, services located within the nearby Retail Park and residential areas within Alnwick which



are accessible via public transport. As with most sites within this employment area, the site does not have any incompatible uses and landscaping on site has created an attractive work locale. This is regarded as a good employment site with a specialised use; should Sanofi Aventis re-locate elsewhere in future it is likely that the site would be attractive to a range of occupiers.

- 1.8 **St Thomas' Close (A7)** (0.183) is a small site to the west of Alnwick which contains workshop units that have fallen into disrepair and have been vacant since 2005. The site benefits from good access to both residential areas and services within Alnwick which can be accessed via public transport. However, in order to access the strategic road network, traffic must traverse both residential and town centre streets which contain traffic calming measures. The site is further constrained by a narrow entrance and it has become apparent that the derelict units on site attract anti social behaviour. As the site is within a relatively deprived residential area it is unlikely that this site would be attractive to start up businesses, especially with newer units available at Willowburn. Therefore, it is considered that employment designation protection could be removed from the site, and that alternative uses be considered favourably should they come forward.
- 1.9 **Thrunton Brickworks (A11)** (3.56ha) is a remote site located approximately 10km to the west of Alnwick. The Brickworks is currently in poor condition and used solely by the Swarland Brick Company Ltd. Although the site benefits from immediate access onto the A697 it is remote from both the strategic road network and settlements containing labour and services. The site is subject to a HSE consultation zone and would ordinarily be regarded as an unsustainable location for future development. However, it is understood that this site has a specialist use due to the proximity of clay and is an established employment site within the local area.
- 1.10 Located immediately to the west of the A1 at Swarland, **Kitswell Dene (A12)** (4ha) is currently in use as a grain drying facility for Swarland Grain Dryers Ltd. The buildings are currently in average condition with no vacant units; however, it is envisaged that additional buildings could be accommodated for employment uses within the confines of the existing site. Although the site is adjacent to the A1, the nearest junction to the site is not grade separated making it difficult for HGVs to turn right onto the southbound carriageway. The close proximity of the A1 also requires traffic to cross the busy trunk road in order to travel east. The site benefits from having no physical constraints, yet it is envisaged that any new development would need to take into account of its impact upon the setting of the open countryside as the current site screening is relatively ineffective. The site is also remote from key settlements within the region, making it reliant upon the private car. As with Kitswell Dene, despite scoring poorly, this site is recognised as being a specialised industrial site with exacting locational requirements which is well established within the local area.
- 1.11 **Greensfield Park (A13)** (2.54 ha) is located to the immediate west of Hotspur Park. This mixed use site contains small scale offices and warehousing for firms such as Cropwise and Colena. A funeral directors and Land Rover Garage



are also located on site. Most buildings on site are in good condition with well kept communal areas and low vacancy levels. There is the potential for traffic to be generated by Hotspur Park which could cause congestion within the local road network; however, on the whole, the site benefits from good access to the A1 and services located within the adjacent Sainsbury's or Alnwick Town Centre which is accessible via public transport. The site does, however, suffer from physical constraints brought about by poor design. For example, the road layout on site is congested due to a lack of car parking and contains dead ends which do not provide adequate turning space. It is regarded that this site would be attractive for companies looking for out-of-town office space and small scale distribution firms; however, it may lose occupiers to newer sites such as the Lionheart development in future unless the design constraints are overcome.

- 1.12 To the immediate east of Greensfield Moor, **Lionheart Enterprise Park (A15)** (7.01ha) contains a mix of warehousing for companies such as Rothbury Motors; offices for companies such as Eclipse Translations; retail uses such as JG Paxtons; and Sui Generis uses including a Waste Transfer Station and a Nissan repair centre. The premises are in good condition with approximately 10% of the site available for further development. Vacancy levels are very low with only one vacant unit identified. As with Greensfield Moor, the site is easily accessible via the A1 which also detaches the site from the main settlement. Infrequent bus services run past the site but do not pass through it making the private car a more convenient method of transport. Again, as with Greensfield Moor, there are no physical constraints associated with the site, other than a lack of perimeter screening. This is regarded as a popular site for a broad range of employment users within a strong local market.
- 1.13 To the north east of Willowtree, **Hotspur Park (A16)** (6.093ha) currently contains retail uses such as Argos and Sainsbury's and the Willowburn Leisure Centre with further retail uses also planned for development. The buildings are modern and in good condition with no vacancies although it is envisaged that an area of land to the west of Sainsbury's car park could be used for further development if needed. This is a sustainable site within a wider employment area which is easily accessible by public transport and benefits from good access to both the A1 and Alnwick itself. It should also be noted that a stream runs through the centre of the site. Although this does not represent a flood risk it does dictate where development is situated. As the site has now become a retail park it is unlikely that B-class employment uses would be attracted to Hotspur Park.
- 1.14 **West Cawledge (A17)** (2.710 ha) is located within the employment area to the north of Lionheart Phase 2 and to the immediate east of the A1. This greenfield grazing land is intended for the future expansion of the existing Lionheart employment site located to the south west of Alnwick. The site is immediately adjacent to the A1. As with its neighbouring sites, it is detached from residential areas and services by the A1 and due to an infrequent bus service it is largely reliant upon the private car. Additionally, the sites topography is undulating which may deter firms requiring large plots of land unless public sector investment provided infrastructure within the site. It is



likely that until Lionheart Phase 2 is fully completed, demand for land at West Cawledge will remain low.

- 1.15 **Lionheart Enterprise Park Phase 2** (A18) (4.49ha) is an expansion site located to the east of the original Lionheart Park. There are currently 3 development units on site and “Hotspur Court” a development of 17 small scale industrial units. The premises are in good condition and as Hotspur Court is a new development, vacancy levels are currently high at approximately 30%. As with the original Lionheart site, Lionheart Phase 2 is immediately accessible via the A1 which also detaches the site from the main settlement and public transport making the site more reliant upon the private car. It is envisaged that approximately 30% of the site is available for further development. Vacant land has been levelled with infrastructure being put in place which will make the site attractive to users. However, the north eastern perimeter of the site slopes steeply towards a stream which would negate development here. On the whole this is regarded as an attractive employment site that is likely to develop over time.
- 1.16 **Greensfield Moor** (A19) (4.52ha) is located to the east of the A1 and represents a speculative office development containing developments such as Age Concern and Northern Property Finance with infrastructure in place for future development. As a newly developed site, the premises are of a good quality and vacancy levels currently stand at around 50%. It is estimated that a further 2ha would be available for future development if required. The site benefits from immediate access to the A1 via free moving roads; however, the roads accessing the site from the east are extremely narrow. The site is reasonably close to the town centre but is detached from the main settlement by the A1. As a result there are no buses that access the site directly, making the private car a more realistic form of transport for site users. There are no physical constraints associated with the site, other than a lack of screening which could potentially restrict the type and scale of future development. As vacancy levels are high within the existing development, it is regarded that the remainder is likely to come forward over the latter period of the plan period.
- 1.17 Within Rennington, **Lee Moor Farm Business Centre** (A20) (0.598ha) is mainly used for office uses; however, a range of other uses such as a chiropractic clinic, a gym, café and bakery have also occupied units within the site. The premises are currently in good condition and vacancy levels are low at approximately 17.5%. The site is constrained by a narrow site access and there is little scope to expand the premises. Even so, the site has made use of previously redundant agricultural buildings whilst providing an appealing working environment which blends well with the surrounding countryside. However, as a remote site it is reliant upon the private car in order to access both residential areas and services within Alnwick. As the site is isolated from the strategic road network along narrow country lanes, it is unlikely to appeal to mainstream occupiers requiring good access for a wider customer base. However, although this site scores poorly, it is recognised that the site is attractive to local / indigenous firms with a narrow customer base.



## Amble

- 1.18 Located to the south of Amble the **Coquet Enterprise Park** (A8) (29.24ha) is a large employment site containing a mix of uses. Uses include a wide range of industrial and storage uses for companies such as Border Laird Food, Longbenton Food, Holywell Engineering and Northern Structures. Other uses include light industrial starter units and bulk retail operators whilst non B class uses have also encroached upon the site including a childcare facility and a children's indoor play centre. The condition of units varies depending upon age and it is estimated that 30% of the site is available for further development. On the whole vacancy levels are low; however, vacancies are high within the industrial starter units with 40% of the units seemingly vacant. The site benefits from being within close proximity of Amble, and residential areas and services are accessible either on foot or via a local bus service. Nonetheless, despite the fact that the site is in a sustainable location and does not suffer from physical constraints, there are a number of vacant plots on site. This indicates that demand is limited due to the site's remoteness from the strategic road network, although Longbenton Foods sell products nationwide.

## Coquetdale

- 1.19 At **Rothbury** (A09) (2.29ha), a narrow employment site is located to the south east of the village which contains a mix of uses including a fire station, Rothbury Home Bakery and a builders merchants. The site is currently in a poor, run down condition. Due to the narrow and steep nature of the site there is very little land available for future development. Despite this, the site is still attractive to some local users with vacancies remaining low at 5%. The site benefits from a relatively sustainable location in close proximity to residential areas and services within the village centre. However, the site requires traffic to pass through residential areas and negotiate difficult bridges and is 20km away from the A1. Despite scoring poorly, however, it is recognised that this site serves a purpose within the local market and should be retained.

## Seahouses and Belford

- 1.20 **Belford** (B1) (8.29ha) is an employment site which is used for general industry and warehousing purposes for companies such as Coastal Grains Ltd. The site is currently in average condition with vacancies of around 5%; a small amount of land is also available to the north and east of the existing premises to allow for further development. Although the site is immediately adjacent to the A1 it is not duelled at this point; labour and services are located approximately 20km away. Additionally, the site is prone to flooding, with a portion of the site falling within Flood Zone 2. It is further constrained by two HSE consultation zones and four sites of archaeological interest within the site boundary. Although this is not a high profile site, it provides for the needs of the local area.
- 1.21 Located on the coast, **North Sunderland** (B5) (2.64 ha) is an industrial estate in poor condition, containing a mix of uses aimed at the local market. The site contains a mix of light industrial units, an MOT Garage, a funeral directors and



distribution units. Vacancy rates are 11%, with almost 50% of the site being available for further development. The site is within walking distance of residential areas and services within Seahouses; however, it is remote from both key settlements and the strategic road network. Although the site is well screened from residential properties, the northern and western perimeters are exposed to the open countryside which may restrict the type and scale of future development, especially as it falls within the Coastal AONB and the Heritage Coast Zone. A lack of adequate parking has caused congestion within the site and fly tipping has also become an issue making the site look particularly run down. Although the site scores poorly, it is recognised that this site will appeal to small scale operators catering to the local market.

- 1.22 **Belford West (B10)** (1.59ha) is a greenfield site located immediately south of the village of Belford. Part of the site is currently being developed for a farm shop and country store with the remainder of the site being available for future development. As with site B1, although the site is immediately adjacent to the A1 it not duelled at this point. Labour and services are also located approximately 20km away making it reliant upon the private car. Although it is recognised that this site is unlikely to be an attractive employment site, the fact that a local business has chosen to develop within the site shows that there is some limited demand.

### **Berwick & Islandshire**

- 1.23 The majority of the existing employment land in Berwick is focused to the south of the River Tweed. However, one large business park has also been developed on the northern outskirts of the town. In general sites within Berwick benefit from either good access to the strategic road network or good access to the town centre, with the higher scoring sites benefiting from ease of access to both. Additionally, sites within Berwick also benefit from the fact that the town is a regular stop for trains travelling on the East Coast Mainline. Nonetheless, with regard to the strategic road network, due to the mixture of duelled and single carriageway sections on the A1 this will impact upon the market attractiveness of employment sites within the north of the County.
- 1.24 Located to the north of Berwick to the immediate south of the Ramparts Business Park, **Berwick North Road (B2)** is an established industrial estate containing a mix of offices, general industry and warehousing for companies such as MKM Building Supplies. A number of Sui Generis uses are also located on site such as a SITA waste recycling facility and two car showrooms. The majority of the site contains a mix of good to average units with a number of older units of poor quality within the centre of the site. Vacancy levels are currently low at less than 9% and only 0.42ha is envisaged to be available for further development. The site benefits from immediate access onto the A1, from being in walking distance to residential areas and regular bus links provide access to the town centre and Berwick station. This site benefits from an advertising opportunity for passing trains on the ECML which bounds the site to the east. Nonetheless, this site suffers from an illogical layout due to development taking place in an ad-hoc fashion and is constrained further by a



HSE consultation zone which covers 25% of the site. On the whole, this is regarded as a well established and busy industrial estate.

- 1.25 To the south west of Tweedside, **Tweedmouth** (B3) (6.12ha) is split into western and eastern sections bisected by the A1167. The western section is a retail park containing retailers such as Homebase, Halfords and Curry's, whilst the eastern section contains general industrial and distribution units for JT Dove Ltd and Autoglass. There are very few vacancies and little land is available for future development; the retail park is in good condition although one unit occupied by JT Dove is derelict and in need of investment. This is a sustainable site within walking distance of the town centre. However, as the site is central with local roads passing through residential areas and busy junctions, it makes access to the strategic road network more problematic than other sites on the outskirts. Additionally, the western half of the retail park falls within the Alchemia Ltd HSE Consultation Zone but this has not proved to be a significant constraint to development to date. On the whole, this site is regarded as a popular and well located employment site.
- 1.26 The largest site within Berwick is located to the south of the Tweed at **Tweedside** (B4) (40.10ha). The site is predominantly used for general industry with other uses consisting of warehousing, light industry and Sui Generis uses such as a Mitsubishi Garage and gym. Many of the older units are either derelict or in poor condition and newer units being in average condition. There is minimal land available for further expansion; however, there are a number of large vacant units such as the derelict Pilsbury site which accounts for 6,585 sqm of employment space. The site is largely unconstrained by neighbouring uses and benefits from ease of access to the strategic road network and Berwick Town Centre. However, the A698 is the primary route into the town centre and therefore the local roads can become congested at peak times. A major constraint associated with this site is the HSE Consultation Zone which covers the whole site. Stemming from Alchemia Ltd, this is likely to restrict development in the future and makes the site less appealing to prospective investors. On the whole this site has a run down feel and will require investment in order to open up the derelict sections of the estate for re-use.
- 1.27 **Norham** (B09) (0.469ha) comprises of a vacant site which is currently used for fly tipping. The site is in a remote and unsustainable location detached from the strategic road network and key settlements within the district. The site is wooded with no infrastructure and it is envisaged that the remediation costs associated with bringing the site back into use would be high. Therefore, it is recommended that this site be de-allocated for employment use.
- 1.28 **The Ramparts Business Park** (B12) (13.83ha) is a recent development that contains a mix of offices, general and light industrial units, retail outlets, warehousing and individual Sui Generis uses such as a veterinary surgery. As a new development there is currently a significant amount of land available for further development and 50% of the units are currently vacant. The site benefits from a logical layout with infrastructure already constructed and from immediate access to and from the strategic road network. Additionally,



residential areas, services and the train station within Berwick are accessible via bus. Additional services are also available at a Morrison's superstore located within an adjacent retail park; however it is expected that the majority of site users will access the site via car. Furthermore, this site presents a unique advertising opportunity for passing trains on the ECML which bounds the site to the east. This is regarded as a site which contains good quality accommodation; however, the demand for offices appears to be relatively low at this point in time as shown by the high vacancy levels.

- 1.29 Located to the immediate west of Tweedside, land to the **North West of the A698, Ord Road** (B13) (8.44ha) is currently in use for agricultural purposes. The site benefits from ease of access to the A1 via free moving local roads and from being within 2km of Berwick town centre which accessible via car or bus. However, the land would require levelling and investment in infrastructure in order to become suitable for development and the site is heavily constrained by the fact that it falls within a HSE consultation zone from Alchemia Ltd which could restrict the type of development which would be permitted on safety grounds. As there is evidently a lack of demand for employment uses on this site (also reflected in the amount of development land left at Rampart Business Park and town centre developments such as Berwick Workspace), and the need to prioritise the recycling of land on existing sites, it is recommended that this site be de-allocated for employment uses.
- 1.30 Located at the mouth of the Tweed, **Spittal Point** (B14) (3.89ha) is mainly used for warehousing and Sui Generis uses for companies such as *Go Green Biofuels*, *The Body Shop Car Servicing* and *Forte Ices Ice Cream*. The site is in poor condition with one large unit currently to let and 75% of the site is available for future development. The site is well located to residential areas and services both within Berwick and Spittal; although it is extremely difficult to access. The site is constrained by a neighbouring school, Spittal Conservation Area, a Grade II listed building within the western corner of the site and all of the site also falls within Flood Zone 3a. This site is run down, in need of remediation and is clearly in need of investment. As there is a lack of demand for B-class employment uses then it is recommended that this site be de-allocated. In the medium term, existing companies could be encouraged to re-locate at relatively low cost if viable alternative uses are proposed for the site. It is understood that work is soon to commence on a HCA-funded Masterplan for the area which will look at the potential of the site.

### **Glendale**

- 1.31 Approximately 15km to the west of Belford, **Wooler** (B6) (5.09ha) is a mixed use site predominantly occupied by office and industrial units for various engineering companies. A garage and bus company are also located on site. The premises are in good condition with well-maintained communal areas and there are currently no vacancies or additional space available for development. The site benefits from being located within a wider employment area and from having good levels of screening from residential areas to the west. Although residential areas and services are located within the centre of Wooler, the site



is remote from other key settlements and the strategic road network. This is regarded as an employment site of average quality which serves the local market.

1.32 **Milfield** (B7) (4.79ha) is a remote site that is currently used as a distribution centre for a Brozzi Ltd chemical plant, with the south east of the site also in use as a battery chicken farm. The premises are kept in good condition and there are no vacant units, although it is envisaged that there is space for infill development within the site. The site benefits from free-moving local roads through immediate access onto the A697. However, it is remote from the strategic road network and residential areas and services at key settlements. c25% of the site is undevelopable due to the presence of a large pond and the smell from the battery chicken farm has a negative impact upon marketability. Nonetheless, despite scoring poorly, this site is in active use for distribution purposes. There could be potential for this site to be in agricultural service or distribution uses in future.

1.33 Located in Wooperton to the south of the district, **Wooperton Station Sawmills** (B8) (5.05ha) is a Sawmill currently operated by *A.J & Scott Ltd*. The premises are currently in good condition with no vacant units and no room for further development with the site appearing to be congested and overused. The site benefits from good local roads due to being immediately accessible off the A69. However, the site is remote from the strategic road network, residential areas and services making it an unsustainable site that is reliant upon the private car. This is regarded as a specialist site and premises which has become a well established employment site within this locality.

1.34 10km to the south west of Berwick, **Norham** (B9) (0.47ha) is a vacant site which is currently used for fly tipping. The site is in a remote and unsustainable location detached from the strategic road network and key settlements within the district. The site is wooded with no infrastructure and it is envisaged that the remediation costs associated with bringing the site back into use would be high. Therefore, it is recommended that this site be de-allocated for employment use.

1.35 Within Wooler, land to the **North West of Berwick Road** (B11) (2.06ha) is attached to the north western boundary of site B6. This level site is currently used as grazing land with the whole site being available for development. However, as with the existing industrial estate in Wooler, the site is remote from key settlements for a wider variety of services and the strategic road network. This site has the potential to form an expansion of site B6 which has proved attractive to local users.

### **Hartburn & Rural West**

1.36 **East Road, Longhorsley** (D16) (0.4ha) is an employment allocation located to the north of the district. This site consists of greenfield arable land. The site has very few incompatible neighbouring uses; however, it is remote from the strategic road network and potentially requires traffic to pass through narrow country roads when approaching from the east or west. Although residential



properties and basic services are available within Longhorsley, key settlements such as Morpeth are 10km away. As no development has come forward on this site, it is apparent that there is a lack of demand for B-class development in this location; it is recommended that this site be de-allocated for employment uses.

- 1.37 This site comprises an agricultural field at **Scots Gap Auction Mart** (D18) (0.4ha). This is a remote site located 17km from the strategic road network and 14km from labour and services within Morpeth. Although the site benefits from being within a wider employment site, its small size and remote nature restricts demand to the expansion of the existing Auction Mart only. As there does not appear to be the demand for this expansion, this site is regarded to be suitable for de-allocation.

### **Widdrington and Cresswell**

- 1.38 Located to the north east of the district at South Broomhill, **Hadston** (D1) (4.8ha) is a site currently used for business starter units and general industry for companies such as Stellex Ltd. The newer starter units are generally in good or average condition with a number of larger units appearing to be poor and almost derelict. 26% of the units on site are vacant with the starter units struggling to attract occupiers. Over 50% of the site consists of a mix of Brownfield and poor quality greenfield land which is currently unused with fly tipping becoming an issue on site. Hadston is remote from the strategic road network and 4km away from a wide variety of services within Amble which in turn restricts demand to the local market.

### **Morpeth**

- 1.39 The majority of the employment sites assessed within Morpeth are located on the outskirts of the town with sites located to the north, south west and south east of Morpeth. However, there is also one additional site located within the town centre. On the whole the sites located close to the town centre benefit from a more sustainable location with good access to services and public transport, whilst being constrained by the congested nature of the town centre. Sites further from the town centre benefit from ease of access to the A1 but are often in more unsustainable locations and consist of a great deal of Greenfield land.
- 1.40 The largest employment in site in Morpeth is **Coopies Lane Industrial Estate** (D2) (22.6ha) located to the south east of Morpeth between the railway line and the A196. The site comprises a mix of uses consisting of Bristol Street Motors, starter units, general industry, warehousing and distribution for firms such as Coca Cola and office spaces. The quality of the premises ranges from average to good dependant upon the age of the building and there is very little space for further development within the industrial estate. Approximately 17% of the site is vacant, with some of the vacant units such as the BT Tech building equating to a large amount of floor space. The site benefits from a sustainable location close to residential areas and services within Morpeth;



however, traffic is required to pass through residential areas and Morpeth town centre which can often become congested. Parts of the site are constrained further by a HSE consultation zone within the site boundary. Nevertheless, this is an established employment site of average quality which is popular with businesses looking for both industrial and office units within Morpeth.

- 1.41 Within the east of **Morpeth town centre** (D3) (1.4ha) area, there are a number of smaller employment sites consisting of a long stay car park, a vets, garage and ambulance station. The occupied units within this site are in good condition; however, the vacant units within and around the long stay car park are in a state of disrepair. Approximately 50% of the units on the site are currently vacant and it is estimated that a quarter of the land is available for further development. As a town centre site it clearly benefits from good access to residential areas, services and public transport. However, a drawback from being within the centre is that the local roads are congested, making it difficult to access the strategic road network quickly and its location on the banks of the Wansbeck results in all of the town centre sites falling within Flood Zone 3. As a town centre site this is regarded as a site of average quality which is more suitable for office uses than distribution due to the road network.
- 1.42 To the south west of Morpeth, west of the A1, **Whalton Road** (D4) (20.5ha) is a large site currently used solely by Piramal Healthcare Morpeth for Healthcare related uses. The site is in good condition with no vacant units; however approximately 40% of the site could potentially be available for further development. This site benefits from having no incompatible neighbouring uses and free-moving local roads; however, in order to access the A1, traffic must travel through residential areas within Morpeth. The site on the whole is unconstrained, although an embankment between the existing buildings and Greenfield land to the north separates the site into two separate levels and the location of the site makes it reliant upon the private car. Generally this is considered an important employment site with a very specific use with the potential for the expansion of healthcare related uses.
- 1.43 To the immediate north east of Morpeth in the settlement of **Pegswood** (D6) (2.4ha), an industrial estate currently used for starter units for businesses such as *Pegswood Tandoori*, *Derek Lyall Windows and Doors* and *Northumbria Print* is located to the north east of the village. The units on site are in good condition with no further room for development; however, approximately 40% of the starter units on site appeared to be vacant. Although residential areas are located nearby, a car or bus would be required in order to access a wider variety of services within Morpeth and the site is also located away from the strategic road network which makes it less popular to users from the wider area. Nonetheless, this is regarded as an employment site of average quality which serves the local area.
- 1.44 To the east of West End Farm is the **Milkhope Centre** (D7) (0.7ha) a site consisting of craft shops, Milkhope Coffee Shop, an art gallery and one small office for Mary Dryden Associates. The site is in good condition with no vacancies and no land currently available for further development. The site



benefits from a good location within 2.5km of the A1 but suffers from a lack of public transport and from being remote from residential areas and services within Cramlington. Although there are no conflicts at present, there are potential development sensitivities due to a listed building being located on site and the site also being located within the Greenbelt. On the whole, despite being in a relatively unsustainable location, this is an established employment site which is popular with non-industrial users.

- 1.45 To the north of the Milkhope Centre and also within the Greenbelt, **New Kennels** (D10) (0.275 ha) includes a mix of light industrial workshops such as Wood Design Blagdon, retail units such as Bridal Wish and the Castle Cross Film and Media studio. The premises are currently in good condition with no vacancies and no further land available for future development. Although the site is adjacent to the A1 there is only immediate access to the northbound carriageway as the main road used to access the site is a one way road which becomes a slip road onto the A1. In order to access the site from the strategic road network then the site must be accessed via the Cramlington junction which is located approximately 4km to the south. As a result it proves difficult for public transport to access the site and it becomes inconvenient to access services within nearby settlements. Despite this, the site is popular locally, but is unlikely to be suitable for larger businesses.
- 1.46 **Loansdean** (D11) (0.6ha) is a small section of a larger employment site to the south of Morpeth which is currently used as offices for firms such as Pharma Nord, Techdrill and a DVLA theory test centre. The buildings on site are of good quality with no additional space available for further development; however, approximately 14% of the units on site are vacant. The site benefits from a sustainable location close to the A1 whilst also being accessible via public transport and being in close proximity to services within Morpeth. The site is relatively unconstrained as it lies within an existing employment area; nonetheless, there is the potential for traffic to pass through congested town centre roads and residential areas. On the whole this site is regarded as a good quality employment site within Morpeth.
- 1.47 To the north of St Mary's Hospital, the **Whitehouse Farm Centre** (D12) (4.2ha) contains a mix of starter units for small businesses such as Trunk Reclaimed Furniture and Achifoto Studios. The west of the site is used as a farm animal attraction for children. The site contains a mix of good and average employment units with approximately 6% the units appearing vacant. Approximately 50% of the site could become available for development in the future; still, this greenfield land is currently used for grazing as part of the farm attraction and therefore would not be available in the short term. The site is within 2.5km of the strategic road network however, as a location within the countryside it is reliant upon the private car and accessed via narrow and winding country roads with the site access being particularly narrow and potholed. Despite its constraints it is recognised that this site provides an employment site for small local businesses and farm related uses.



- 1.48 To the north of Morpeth there are two existing employment sites located at Fairmoor, to the east of the A1. The first site, **Fairmoor (Northgate)** (D13) (10.2 ha) is predominantly greenfield land; however, a vets, *Farmway* Farming Supplies Store and a *Jet* Petrol station also currently make use the site. The site is currently in good condition with no vacancies. On the whole the site is relatively unconstrained physically; however, it is likely to be reliant upon the private car makes the site score poorly with regarding sustainability. Due to its proximity to the A1 it has the potential to be an attractive site; the lack of a suitable access and infrastructure is likely to require substantial public sector funding and investment. We understand that the costs required to overcome these issues is not insurmountable and would not be significantly greater than the normal costs associated with a large employment allocation. Should the Morpeth Northern Bypass be approved, then this site would be greatly enhanced as a commercial proposition, although even without the scheme alternatives are available.
- 1.49 To the immediate west of Coopies Lane the **Railway Yards** (D14) (1.8ha) is currently used as an operational and storage area for Network Rail including temporary office units. The premises are of average quality with no vacancies, although there is a large amount of vacant space within the site much of it is currently bisected by rail tracks reducing the amount that is realistically suitable for development within an already narrow site surrounded by residential properties. The site benefits from a sustainable and accessible location close to residential areas and services within Morpeth, however, traffic is required to pass through residential areas and the congested town centre. Due to the constrained nature of the site and the lack of development land available, it is recommended that the site is de-allocated for employment uses.
- 1.50 The **Extension to Land at Fairmoor** (D17) (5.6 ha) currently consists of greenfield recreational land, a pavilion and a community hall adjacent to Northgate Hospital. Both the pavilion and community hall appear to be either vacant or infrequently used and in poor condition. Due to the large amount of greenfield land there is also a large amount of land which could potentially be used for future commercial development. The site benefits from its position adjacent to the A1 with free moving local roads, however, when approaching the site via the A192 traffic is required to enter a roundabout and cut across the southbound exit ramp of the A1 which is potentially confusing for visitors. Whilst the site was originally intended to form part of the wider Fairmoor development site, including D13 and D21, this site has added constraints, not least the potentially very difficult access (even allowing for the possibility of the Morpeth Northern Bypass) and the proximity of sensitive uses in Northgate Hospital. Hence it is recommended that whilst sites D13 and D21 should be taken forward, this site be de-allocated for employment use.
- 1.51 The largest existing employment site in and around Morpeth is located at **St Mary's Hospital, Stannington** (D19) (33.6ha). This site contains a vacated hospital which is in the process of being demolished ahead of the construction of a residential-led mixed use development (with some commercial development). This site has extant planning permission for a mixed use



development including 172 residential units, 52,000 sqft of commercial development, assoc landscaping (including restoration of registered gardens), and highways access improvements. On the whole the site is reliant upon the private car, being fairly remote from services and significant residential areas. The site is also accessed via narrow country roads which would be unsuitable for larger vehicles. Construction is underway, and it is understood that of the current 33.6ha employment allocation, only 0.444ha will now be developed for B1 uses. It will therefore be important to de-allocate any employment land which is lost to this development amending the size and boundaries of the remaining employment land accordingly.

- 1.52 **Adjacent to the A1 at Fairmoor** (D21) (8.1ha) there is undulating arable land which is allocated for employment uses. As with its neighbouring sites it benefits from good access to the A1 via free moving local roads but is reliant upon the private car in order to access both the site itself and also residential areas and services within Morpeth on a regular basis. As with D13, it has the potential to be an attractive site; however, at present, the lack of a suitable access and infrastructure is likely to require substantial public sector funding and investment. We understand that the costs required to overcome these issues is not insurmountable and would not be significantly greater than the normal costs which would be associated with an employment allocation of this scale. This site has fewer incompatible neighbouring uses and is of a smaller scale to D17. Given the identified need for an office park in the vicinity of Morpeth, it appears prudent to retain this site as an employment allocation, albeit with an element of residential to help facilitate the development to the immediate south of this development. This site would be brought forward first, assuming the necessary road infrastructure is easier to achieve than D13.

## **South East Service Area**

### **Blyth**

- 1.53 The majority of the employment sites assessed within Blyth are located on the northern and eastern outskirts of the town, running along the banks of the river Blyth to the north and towards Blyth Harbour to the east. However, there are additional sites within the town centre at Crofton Mill and to the west at Newsham. In general, the employment sites benefit from good access to the A189 and residential areas and services within Blyth which are often accessible via public transport.
- 1.54 **Blyth Bebside** (C1) (1.405ha) is the westernmost site within Blyth located to the north west of the town centre on the banks of the River Blyth. The site used for both office and general industrial uses for firms such as Renvac Roofing and Halo Photography. The existing buildings are of a poor quality; there is no additional land available on site and a former Tarmac plant represents the only vacancy. The site benefits from good strategic access to the A189 via free moving roads; however, the site is approximately 3.5km from Blyth Town Centre with limited public transport. Traffic is required to pass through residential areas and the site is bounded by a new residential



development, although there does not appear to be a conflict between the two land uses at present. It is likely that as a former colliery, this site would require remediation works ahead of any redevelopment which, combined with the adjacent residential properties and its distance from the town centre, reduces the market attractiveness of the site. Although this site is not recommended for de-allocation, this site should not be protected for B-class uses should alternative uses come forward.

- 1.55 To the immediate east of Blyth Riverside Park (Coniston Road) is **Blyth Riverside Park (Cowley Road) (C2)** (20.218 ha) which is a large and well established industrial estate consisting of uses including workshops, builders merchants such as James Burrell and larger industrial units. The premises are of average condition with very little additional land available for development; however, vacancy levels stand at approximately 13% with a vacant infill site also located within the industrial estate. The site benefits from being within an existing employment area in close proximity to residential areas and services within Blyth which are also easily accessible via public transport. However, the site is located further from the A189 than the Coniston Road site and local roads often become congested (particularly to the north of the site where cars are required to park at the side of the road). This is an old and established employment site within Blyth which is attractive to users due to its good road links and proximity to Tyne and Wear.
- 1.56 The largest employment site within Blyth is **Blyth Riverside Park (Coniston Road) (C3)** (46.954 ha) on the banks of the River Blyth. The site currently contains both general and light industrial uses for firms such as Drager and Burberry. The condition of the employment units vary from poor to good dependant upon their age. There is very little land available for further development although some large units formerly occupied by Dewhursts and Fergusons appear to be vacant. The site benefits from close proximity to the A189 and residential areas and services within Blyth which are accessible via public transport. Moreover, as a self contained estate, it is well screened from residential properties to the south. Nonetheless, the site does require traffic to pass through local roads within Blyth and concerns have been raised regarding the congested site access road. It has been noted that Travellers have also begun to make use of the vacant sites which has impacted upon its market attractiveness. Even so, despite a number of vacant units this is regarded as an established employment site of average quality, which benefits from its proximity to Tyne and Wear.
- 1.57 **Blyth Harbour South (C4)** (46.850ha) located to the east of Blyth at the mouth of the River Blyth, the site consists of a mix of office uses, general industry, warehousing and external storage for Port of Blyth and Narec. The buildings on site consist of new, good quality, office developments and average-to-poor quality industrial and warehousing units. The larger units on site are occupied, whilst the smaller business units have higher vacancy levels. There are however, two large vacant sites within the harbour, a former garage which requires remediation work and a site owned by Port of Blyth which is restricted to port related uses. The site is relatively close to the A189 and services within



the town centre are within walking distance; however, roads are often congested. As a port, the site is also susceptible to flooding. Nonetheless, this is an important and established employment site within Blyth that benefits from a sustainable location and close proximity to Tyneside. Although there has been a lack of private sector investment within the site it is hoped that private firms can be encouraged to locate on site in the future.

- 1.58 Within the centre of Blyth lies **Crofton Mill** (C5) (2.167ha). Although predominantly vacant, the site contains four garage units located to the south east and a sales unit for Phoenix Fireplaces. These units are currently in poor condition with one unit also currently vacant. The site benefits from being within walking distance of both residential areas and services within Blyth; however, it is cut off from the strategic road network by residential roads with congestion caused by on street parking. With such a significant volume of residential properties nearby, this restricts the future use of this relatively small site which also requires remediation work and is located within Flood Zone 3. This site has remained vacant for a long time and has become surplus to requirements, hence it is considered that this site is suitable for de-allocation.

- 1.59 **Blyth Bates** (C16) (23.280ha) is located to the immediate east of Blyth Riverside (Cowley Road) and is a vacated colliery site which is currently undergoing remediation works. An approved outline application for residential use would remove some 9.87ha from the overall site. Around half of the remaining land is owned by the Coal Authority, with the remainder owned by the Port of Blyth. Flooding is an issue within the site, with approximately 40% of the site falling within either Flood Zones 2 or 3. It is also likely that a great deal more remediation work would be required in order to bring the site back into use (primarily the area owned by the Coal Authority). One of the owners of the site, the Port of Blyth, is currently marketing the site to the renewables sector with some degree of interest. Given its strategic deep water access, it is considered that the remaining part of the site be retained as part of a wider strategic allocation to cater for the renewables sector, with the area set aside for the residential development, and the Coal Board's land (which would necessitate substantial public sector funding to remediate), de-allocated.

### **Cramlington**

- 1.60 A large number of the employment sites assessed within Cramlington are located in the north west sector of the town between the A1171 and the A1068. Additional sites are located to the west of the site off Fisher lane, to the south of the town at Northumberland Business Park and at East Cramlington. The key characteristics of these employment sites are that they are popular employment sites which benefit from good access to the strategic road network. However, many of the sites are detached from both residential areas and services within the town centre and therefore rely upon a car or public transport in order to access them.
- 1.61 **Bassington** (C7) (66.89ha) is the largest employment site within Cramlington and consists of a mix of general and light industrial units and warehousing of



average condition. There are very few vacancies on site; however, approximately 10% of the site could potentially be made available for future development which given the size of the site equates to a significant amount of land. Unlike other sites within the north west sector, Bassington benefits from ease of access to both the strategic road network and labour and services within Cramlington town centre. The south western section of the site is immediately adjacent to Cramlington station which in turns allows for alternative methods of transport for those who may need to commute to work. Due to trees on site there is the potential for future development to be constrained. Generally, Bassington is a well-established and coherent industrial estate with high occupancy levels, offering a cost-effective alternative to the Tyne and Wear market.

- 1.62 The southernmost site within Cramlington is **Northumberland Business Park** (C10) (33.22ha). This well established and well serviced site consists of a wide range of uses from offices, industrial units and warehousing for firms such as Fergusons and Tommee Tippee. Sui Generis uses such as a veterinary hospital and Skoda car dealership are also located within the business park. The site is currently in good condition with moderate vacancy levels, although approximately 40% of the site could be redeveloped. The site is well placed with regard to access to the strategic road network, residential areas and services within Cramlington Town Centre, making it accessible by public transport. Despite a portion of the site falling within both Flood Zones 2 and 3 this site scores highly and has been identified as attractive to office developers wishing to locate within Northumberland. It is envisaged that there will be demand for the plots of land available for development within the site.
- 1.63 The westernmost site within Cramlington is **Cramlington Windmill** (C11) (63.28ha) a large employment site consisting of two large pharmaceutical factories and expansion land. Both of the factories are in good condition and are fully occupied. The site is approximately 3km from the A19; however, the strategic road network can be reached quickly via a free moving dual carriageway. The site benefits from its location within an existing employment area and expansion land which is relatively unconstrained. However, it falls within a HSE exclusion zone and would require a car or bus in order to access residential areas and services within Cramlington. This is a generally attractive site which scores highly; however the site is specialised and the available land is only suitable for the expansion of the existing occupiers.
- 1.64 **Cramlington, North Nelson** (C17) (39.799ha) is the first of seven employment sites located within the wider employment area in the north west sector of Cramlington near Nelson Village. The site consists of a mix of general and light industrial units and warehousing for firms such as GE Oil and Gas. The condition of units on site ranges from average to good and vacancy levels stand at around 20%, although there is very little land available for further development. The site benefits from ease of access to the A19 and A189 via unconstrained roads, but is again reliant upon either a car or bus to gain access to labour and services. A key constraint within the site is that it falls within a HSE exclusion zone which will require the HSE to be consulted on any



future development. Although this is not the primary employment site within the north-west sector it is regarded as a good site with evidence of recent development taking place.

- 1.65 **Nelson Park West** (C18) (28.802ha) is an industrial estate containing a mix of general and light industrial units and warehousing for firms such as Orion, CEF and AFM Europe. This established site is well maintained and in good condition with vacancy levels reaching 24% with the former Jay Care site being a particularly large plot of land. There are also plots of land equating to approximately 30% of the site which could potentially be used for future development. The site is well established and well placed for access to the strategic road network; however, the town centre services are approximately 2.5km away and four sites of potential archaeological interest on the site may constrain future development. Nevertheless, this is a popular, well occupied and important employment site that should be retained.
- 1.66 **Nelson Park** (C19) (30.572ha) contains a mix of both general and light industrial units and warehousing for firms such as Mailing House, Paragon and Browns 2000. The premises are in good condition, apart from some tired units on Colborn Crescent. Vacancy levels are approximately 19%. It is likely that some land on site would be available for the expansion of existing units, but there is very little land available for further development. Access to strategic roads is good via free moving local roads, with a car or bus required in order to access Cramlington Town Centre. There are no major constraints associated with the site and there is evidence of recent development which has seen the site effectively developed out. This is regarded as an employment site of good quality.
- 1.67 **Crossland Park** (C20) (8.350ha) consists of a large amount of land available for development with offices and general industry also located on site. The existing buildings are of an average quality and vacancy levels are moderate at approximately 13%. The site is well placed for access to the strategic road network; however, the town centre is approximately 1.5km away. The site on the whole is sustainable and is relatively unconstrained other than one plot of land having sloping topography. This site is regarded as being a good quality employment site with the capacity for further development.
- 1.68 **Nelson Park East** (C21) (11.848 ha) is home to three large factories which are in good condition and occupied by firms such as CMP Products and Avery Dennison. The only land available for further development is restricted to the expansion of the existing factories. The site is unconstrained, well established and well placed for access to the strategic road network. The town centre services are approximately 1.5km away which would likely require a car or bus. Nonetheless, this is a relatively sustainable and popular employment site.
- 1.69 **South Nelson** (C22) (15.716ha) consists mainly of light and general industrial units of average condition with a limited amount of warehousing for companies such as Advanced Engineering, Miller UK and Victory Signs. Approximately 25% of the existing units are vacant, equating to 20% floorspace; however, despite a significant amount of land being located on site which could potentially be



suitable for development, two sites currently owned by the Coalfield Welfare Organisation have resisted development and consequently prevented access to an area of NCC-owned land to the east of the site. Undulating topography would require levelling ahead of future development. There are issues concerning contaminated land and resistance from the land owner and Sports England to allow access through a designated Sports field to access part of the available land. Although this site does not score as highly as others within Cramlington it is still regarded as an important employment site offering a number of units of varying age and quality. The inaccessible area of land could be deallocated.

- 1.70 Within the **South West Sector off Fisher Lane** (C23) (22.314ha), arable fields are currently allocated for employment use. The site is situated in close proximity to the A19 and the A1 and is accessed via free moving roads. However, as a Greenfield site which is detached from the existing settlement and reliant upon the private car this is not a sustainable development site. Additionally, the site is physically constrained by pylons which cut across the site and the fact that it is adjacent to a SSSI. It is unlikely that this site will generate significant interest whilst there are large available sites within the existing, serviced industrial estates and office parks within Cramlington. Therefore, this site is deemed to be surplus to requirements and suitable for de-allocation.
- 1.71 The northernmost site within Cramlington is at **West Hartford** (C24) (53.164ha). The site predominantly consists of greenfield land; that represents the only strategic site in the County (as designated in the former RSS and adopted Blyth Valley Core Strategy) and as such was envisaged as being the prime location for a single, high quality, inward investor. There are no incompatible neighbouring uses other than a small number of residential properties at West Hartford; it is envisaged that they could be adequately screened from development. The key constraints associated with the site relate to the pond and its potential as a habitat for Great Crested Newts. Whilst inward investors have yet to be forthcoming, it is considered that the site still represents the County's prime opportunity for large scale development for the foreseeable future, and as such, a substantial area should still be retained.

### **Seaton Valley**

- 1.72 There are two existing employment sites located within Seaton Delaval and one in the adjoining settlement of Seghill. One site within Seaton Delaval is located to the north west of the settlement with the second being located within the village centre. The solitary site in Seghill is located on the northern outskirts of the village. These employment sites are important as they provide employment space for local industrial users and also house a major employer in *Proctor and Gamble*.
- 1.73 To the east of Blyth at Newsham, **New Delaval** (C6) (0.1ha) consists of a building building used for starter units within a larger employment site. The building is in average condition with vacancy levels of approximately 6% and



some units currently being used for storage. The site benefits from being accessible via public transport and is in close proximity to residential areas and services. Although the site is within 3km of the A189, it requires traffic to pass through both residential areas and congested roads within Newsham. The site is further constrained by its surroundings which comprise residential properties, a school and a golf course. Despite the fact that this site is unappealing to the mainstream market, it provides business space to small local businesses and should be retained.

- 1.74 Located to the east at **East Cramlington** (C8) (2.4ha), a small industrial estate contains small units used for garages, Nelsons Coachworks, a storage area for J.Hughes Skips and Seghill Construction's building supplies yard. The site contains a mix of newer buildings which are in good condition and older units which have fallen into disrepair. Vacancy levels are high at 40% and it is envisaged that large areas of the site would be suitable for either further development or the expansion of existing businesses if required. The site benefits from reasonable proximity to the A189; however, as the local roads are busy in places and unsuitable for pedestrians it is likely that a car or bus would be required in order to access residential areas and services within Cramlington. As the site is not as large or particularly well located as the main Cramlington Industrial Estates this makes the site less attractive to the market. The site also has relatively poor infrastructure links. Nonetheless, this provides useful employment space for local businesses and should be retained.
- 1.75 **Double Row** (C12) (11.6ha) is located to the north west of Seaton Delaval and contains of a mix of general industry, warehousing, external storage for Hartley's Caravans and retail outlets for Delcor Furniture and Dallas Carpets. The site itself is in average condition with very little land available for future development; vacancy levels are also low at approximately 3%. The site benefits from good access to the A189 via free moving local roads; however there are a number of small roundabouts approaching the site which may cause problems for HGV's. The site is close to residential areas and services within Seaton Delaval. Although the site is adjacent to residential properties and contains three sites of potential archaeological interest, this is a well established employment site which provides valuable business space to local companies.
- 1.76 Within the centre of the village, **Avenue Road** (C13) (10.3ha) is a site which is in use solely by Proctor and Gamble for distribution and research and development. The site is in good condition and it is estimated that approximately 25% of the site would be suitable expansion land for the plant. As a more central site, the local roads have the potential to become more congested at peak times which in turn increases the time taken to reach the strategic road network. Although the site is close to residential areas, a car or bus would be required in order to reach a wide range of services within Cramlington which is approximately 6km away. The site is constrained as part is covered by a HSE consultation zone and is adjacent to residential areas and a high school. Nonetheless, this is an established employment site which is used specifically by a key employer in the region.



- 1.77 The solitary site at **Seghill** (C15) (4.6ha) is split into two separate existing employment sites and a large area of Greenfield land. The eastern employment site is currently used for offices and storage by Hastings Civil Engineers, whilst the western site, known as “Durken Park”, is currently used for starter units. The premises are of average condition with low vacancy levels. However, there is a large amount of greenfield land located within the site which could potentially be available for further development; this land may also be suitable for residential development in the future. Whilst the site is relatively close to the A19, its market attractiveness is affected by the fact that traffic must pass through residential roads and potentially congested roads in the centre of Seghill. It is understood that much of the site is being developed for a new first school, whilst the remaining vacant land is considered unattractive to the market as it has been marketed for the last 20 years or so without success. It is recommended that the site be de-allocated for employment uses.

### **West Ashington**

- 1.78 The employment sites within Ashington are located to the north and south of Ashington benefitting from being relatively close to the strategic road network, specifically the A189 and also residential areas and services within the wider conurbation.
- 1.79 **Jubilee Industrial Estate** (F1) (17.5ha) is located to the south west of Ashington and is a mixed use site used for offices, storage for Jubilee Caravans, garages, general industry for firms such as Remploy and distribution. As this is in an older employment site the quality of units on the whole is average, however there are some poor quality units in need of repair located within the site. Vacancy levels are at approximately 26% and very little land is suitable for further development. The site benefits from being extremely close to residential areas and services within Ashington, however, as the site is more central and surrounded by residential properties traffic would be required to pass through congested town centre roads and residential areas. This is an established but old industrial estate of average quality which is struggling to match the requirements of modern day occupiers, unlike other sites within Ashington which are located closer to the strategic road network.
- 1.80 The smallest site within Ashington is **Ellington Road Ends** (F3) (0.4ha) which is currently used by Woodham Motors and Coretech Fire and Security. As this site is located to the extreme north west of Ashington it is slightly further from the strategic road network and requires traffic to pass through residential areas. However, the site does benefit from its proximity to residential areas within Ashington and is accessible via public transport. On the whole the small nature of the site and the fact that it is bounded by residential properties reduces its potential for alternative uses. However, the site remains in an established use and is viewed as an employment site of average quality.
- 1.81 To the north of Ashington another major employment site is **Wansbeck Business Park** (F10) (19.663 ha) which has taken on the form of a modern day science and enterprise park with landscaping and water features being an



important aspect of the site's design. Uses include offices for firms such as webuyanycar.com, distribution, light industry and research for firms such as Polar Crush. The site as a whole is in good condition with vacant levels standing at approximately 8% with a large amount of land remaining unused with the potential for further development if needed. Again this site is relatively close to the strategic road network, labour and services whilst being accessible via public transport. The site is located within an existing employment area and is relatively unconstrained; as such this is regarded as a good quality employment site.

- 1.82 **Lintonville Enterprise Park** (F11) (3.6 ha) is a modern, mixed use site in good condition, located to the north east of Ashington. Site users consist of Wansbeck Enterprise Centre, McDonalds, starter units, offices for Age Concern and a car sales forecourt. Vacancy levels are low at approximately 10% however, it is envisaged that 30% of the site could potentially be available for further development. The site does not suffer from physical constraints and benefits from a sustainable location close to both the strategic road network and labour and services within Ashington which are also accessible via public transport. This site scores highly and is regarded as a good quality employment site.

- 1.83 **Green Lane Workshops** in Ashington (F19) (0.44ha) is home to starter units and office spaces as part of a Wansbeck Enterprise development. With regard to access to the strategic road network, this site is approximately 3km away from the A189 whilst being located amongst residential neighbourhoods within Ashington. This leads to problems of congestion during peak times. Nonetheless, the site benefits from being within walking distance of residential areas and services within Ashington town centre. There is little opportunity to expand the site as it is physically constrained by a railway line to the west and North Seaton Road to the east; however, it is estimated that approximately 5% of the existing floorspace is currently vacant. On the whole this is regarded to be an employment site which serves local needs and which should be retained.

### **East Ashington**

- 1.84 Ashwood Business Park is bounded to the west by a particularly large site known as **North Seaton Industrial Estate** (F2) (29.8ha). This site consists of a mix of uses including a recycling centre, an ambulance station, a garden centre, a Vauxhall sales forecourt, starter units for specialist niche businesses, retail outlets such as Acorn Timber and some light distribution. The majority of employment units are of good quality with the exception of a training centre operated by Northumberland County Council which is of poor quality. Vacancy levels stand at approximately 19% whilst 30% of the site as a whole is suitable for further development. The site benefits from good access to the strategic road network, labour and services, whilst also being accessible via public transport. However, the location of residential properties to the north and west of the site could act as a potential constraint. This is regarded as a good quality, established employment site, however, it should be noted that the newer developments on site have had mixed take up rates.



- 1.85 The largest site within Ashington lies to the south west of the town, immediately adjacent to the A189 at **Ashwood Business Park** (F12) (37ha). This large site consists mainly of a large amount of Greenfield land available for development and six new industrial starter/move on units, 4 of which are currently vacant. The site benefits from a strategic position close to the strategic road network, residential areas and services and is also accessible via public transport. This site scores highly within the assessment and is regarded to be a good quality employment site. However, as it is newly established it will require time to develop.

### **Choppington, Stakeford & Guidepost**

- 1.86 The largest site within Bedlington is **Barrington Industrial Estate** (F4) (12.8ha) which is used by manufacturers such as Pipetech, Charlton and Barrington Metal Works. Starter units are also present on site as well as a waste transfer station. Due to mix of ages on the site the quality of the employment units range from average to good depending on age. The current vacancy levels stand at approximately 8% with approximately 30% of the site available for future development if required. The site benefits from having no incompatible surrounding uses and being relatively close to the strategic road network. However, the site is likely to require traffic to pass through Bedlington which could become congested during peak times and would require a car for regular access. An additional significant constraint is that the site also contains a HSE exclusion zone which could impact upon future development. On the whole this is a relatively popular industrial estate which scores highly in some aspects despite some significant constraints.
- 1.87 Located to the east of Barrington Industrial estate is **Barrington Brickworks** (F5) (3.6ha). This site consists of five separate employment spaces with occupiers and uses including Cemex Cement Production, La Farge Cement Production, garages, warehousing and distribution and a Fire Rescue Office. The site is in average condition with high vacancy levels standing at 64% with very little land available for further development. The site benefits from good access to public transport, residential areas and services within Bedlington and relatively good access to the strategic road network. However, as with Barrington Industrial Estate traffic will be required to pass through Bedlington which can become congested during peak times. The site is also constrained by the fact it is split into different sites of varying size which are surrounded by residential properties. The sites strategic location allows it to score highly, however on the whole this is viewed as an average employment site.
- 1.88 Another site within West Sleekburn is **Earth Balance** (F21) (0.943ha) which is a smaller site promoting sustainability, containing a mix of office units for companies such as LDR<sup>2</sup>, retail units for local businesses such as Redress and renewable energy research units. This modern site is in good condition with approximately 25% of the existing units remaining vacant and approximately 30% of the site could potentially be available for future development. The site benefits from being within close proximity of the A189 and to Bedlington for residential areas and services, whilst also being accessible via public transport.



Regardless of the fact that this is a relatively sustainable site, its small size will prevent it from becoming a key employment site. On the whole this is regarded as an employment site of average quality which will cater for local eco-friendly businesses.

### **Ellington, Lynemouth & Linton**

- 1.89 **Linton Lane** (D15) (3.6ha) is an employment site predominantly used for general industry and storage uses such as a large scrap yard, whilst the southernmost section of the site contains residential units which are being developed by Bellway homes. The industrial units on site are of poor condition; however, vacancy levels are low (5%) with under 10% of the site available for further development. The site benefits from having free-moving local roads; however, the site is remote from the strategic road network and is approximately 4.5km away from Ashington for a wider variety of services. This remote site is unlikely to be attractive to general industrial and commercial occupiers and it is considered that as residential development is taking place to the south (which is incompatible with general industry) this site should be de-allocated for employment uses.
- 1.90 **Ellington Colliery** (D20) (20.5ha) is a site which consists mainly of vacant greenfield and brownfield land; however, a small number of starter office units are located to the south east of the site at 'Ellington Business Park'. As the starter units are a new development they are in good condition; with the remainder of the site being available for further development. The site benefits from being relatively unconstrained by neighbouring uses to the south and from relatively free-moving local roads. However, as the site is 4km from the strategic road network it is regarded that this site is likely to be of limited interest to business users; it is unlikely that a site of this size would be needed within this locality. There are also site viability issues due to the previous land uses on the site and the level of remediation required. It should be noted that there is a live application for a mixed use scheme on the site which is predominantly housing, but which will also provide some local employment land (smaller office starter units). Hence it is considered that the employment land allocation relating to this site be substantially reduced to around 1ha.

### **East Bedlington**

- 1.91 The sites assessed within Bedlington are located to the north and north east of the town benefitting from being relatively close to the A189 and services within Bedlington. However, it is likely that traffic would need to pass through residential areas in order to access most of the sites.
- 1.92 To the north east of Barrington Brickworks and the east of the railway line is **Bedlington Station** (F6) (8.7ha). The northern half of the site is currently vacant and unused containing buildings of poor quality, whilst the southern half is in use as an electronics factory by Welwyn Electronics and is in average condition. The whole of the buildings to the north of the site are vacant with the whole 3ha plot being marketed for further development by King Sturge. The site



benefits from excellent access to strategic roads and public transport, with good access to services within Bedlington. However, the fact that the site is bounded by residential properties to the south west and the railway line to the north west will act as a constraint to uses as shown by the fact that despite marketing initiatives the north of the site has remained vacant for some time. It is considered that the vacant units are in a poor condition and functionality obsolete for the needs of modern users. This suggests they are not suitable for employment use in their current condition and could be very costly to convert. It is considered that the vacant area of the site to the north could be released for alternative uses.

- 1.93 Cambois forms one site consisting of the large **Cambois Zone of Economic Opportunity** (F7) (248ha). This land contains a vast amount of pdl but also uses such as Blyth Power Station, Fergusons Business Park. Due to its size there is a significant amount of land identified as 'expansion land'; however, the quality of existing employment sites within the zone range from poor to average with vacancy levels standing at approximately 35%. The site as a whole is dependant upon the private car and parts of the site are also constrained as falling within Flood Zone 3. Additionally, large areas of the site are within HSE exclusion zones associated both with the Power Station and with hazardous installations outside the site. Much of the site is owned by RWE NPower who have advanced plans to redevelop the site as a 'clean' coal-fired power station, and hence it is unlikely that it will be available for any other use except for the power station. It is recommended that 182ha should be de-allocated and replaced with a new designation, specifically for 'energy generation uses'. Part of the remaining site is now subject to an application for residential development and should be de-allocated.
- 1.94 **Blyth Harbour North** (F8) (21.2ha) is split into two areas used for harbour purposes (i.e. unloading of cargo and metals by Rio Tinto Alcan, storage and other port activities by Port of Blyth). The site is in good condition and there are no vacant units; nonetheless, approximately 30% of the site could potentially be made available. The site benefits from free-moving roads, ease of access to the A189 and from being located away from residential areas, bar a small number of terraced properties located between the two sites. Blyth Harbour North is however, cut off from residential areas and services within Blyth and Bedlington making it reliant upon the private car. The fact that sections of the site fall within Flood Zone 3 and that a HSE exclusion zone surrounds the Rio Tinto Alcan site also constrains the future development potential of the site. Despite the fact that the site is likely to only be attractive to port users or for the expansion of existing port operations, it is recognised that as with the Alcan Smelter, this is an established site which serves a specific purpose which cannot easily be located elsewhere.
- 1.95 To the west of Cambois the **West Sleekburn Industrial Estate** (F18) (19.9ha) is located within 2km of the A189 via free moving roads and consists mainly of land used for the storage of coal, caravans and scrap metal, a wood yard and a new waste management facility to the south west of the site. Aside from the modern waste management facility, on the whole, the site is in extremely poor



condition and in need of improvement. However, despite the poor quality of the premises there are very few vacant units on site and only a small amount of land available for future development. Despite being located close to the strategic road network, the local roads are narrow for HGVs in places and the site is accessed via one road (which is also used for parking) leading to congestion should numerous vehicles wish to enter or exit the site at the same time. Additionally the site is also subject to a HSE exclusion zone which represents a potential constraint to future development. Notwithstanding the sites poor appearance this is still regarded as an established employment site which is important to the non-standard type users currently using the site.

### **Newbiggin**

- 1.96 The **Alcan site at Lynemouth** (F9) (123.3ha) is currently used solely by the Alcan Aluminium Smelter and Power Station. The premises are in good condition with no vacancies. Approximately 40% of the site could potentially be available for development; however this land is uneven and bisected by Pylons. The site benefits from having no incompatible neighbouring being close to the strategic road network along free moving local roads. However, the site would require a car in order to access labour and services within Ashington and is constrained further by the fact that development within the site would require HSE consultation. Nonetheless, this site is unlikely to be suitable for co-location with other employment uses separate from Alcan and it is recognised that this site is an established and important site which serves a specific purpose located away from residential areas.
- 1.97 To the very east of the district at Newbiggin by the Sea, **Woodhorn Road** (F20) (0.3ha) is a small, vacant Brownfield site located adjacent to a sports centre within a residential area. Although the site is located within 2km of the A189 and is close to Newbiggin for labour and services it requires traffic to pass through residential areas and also potentially through the centre of Newbiggin which could potentially cause congestion. As the site is only 0.3ha and due to the fact that there has been no commercial interest for some time, it is recommended that this site would be suitable for de-allocation.

### **West Service Area**

#### **Ponteland**

- 1.98 There is only one employment site located within Ponteland at **Meadowfield** (D5) (4.7ha). This industrial estate contains a mix of uses including general industrial uses for firms such as Tofco and Manners Food Production, a Royal Mail sorting office, offices and healthcare uses such as Ponteland Primary Care. The premises are in average condition with very low vacancy levels and very little additional land available for development. As the site is located amongst residential properties within Ponteland it would be difficult for Meadowfield to expand; however, there does not appear to be any conflict between residential properties and the existing uses at present. The site benefits from being accessible via public transport and being in close proximity



to services within Ponteland. Additionally, a unique benefit for this site is its proximity to Newcastle Airport which has proved attractive to occupiers in the past. However, given the sites central location traffic is required to pass through residential areas and potentially congested roads within Ponteland. Nonetheless, this is regarded as a well established and important employment site.

- 1.99 To the north west of Ponteland, **West End Farm, Berwick Hill** (D9) (0.3ha) consists of a mix of retail units converted from agricultural units such as The Fireplace and agricultural uses such as a barn containing livestock. The commercial units are in good condition, whilst the barn is in average condition with no space available for further development due to the size of the site. The site is reliant upon the private car being remote from both the strategic road network and labour and services requiring traffic to travel through either Ponteland or Prestwick. It is unlikely that this site would be attractive to B-class employment users should it become available and therefore it is regarded that this site is suitable for de-allocation.
- 1.100 Located the immediate north of the conurbation at **Newcastle Airport** (D22) (25.578 ha) an employment allocation is currently in use for car parking, whilst the remainder of the site consists of greenfield land currently in agricultural use. Most of the site benefits from ease of access to the A696 via unconstrained roads, whilst also being in close proximity to Newcastle and Ponteland which are easily accessible via bus. However, the eastern sections of the site do not appear to be serviced by roads at present and would require significant investment infrastructure. The fact that this site is held for expansion land to the immediate north of the airport is likely to restrict any development to B-class employment uses. As there is little demand for additional B-class development, with the airport intending to use this area for additional car parking, it is recommended that this site be redesignated.

### **Allendale**

- 1.101 **Catton** (E1) (1.002 ha) is located approximately 7km south of Haydon Bridge, to the north of Allendale town at Catton. The site, containing buildings of average condition, is currently used as a garage and also contains a warehouse for the sale of agricultural equipment. An additional building of poor quality to the west of the site is currently vacant and due to be condemned. Over 50% of the site is available for development as the north of the site consists of gently undulating grazing land. The site is over 13km from the nearest strategic junction along narrow country roads and although basic services will be available in Catton and Allendale, comprehensive labour services are located 13km away in Hexham making this site especially reliant upon the private car. Even though its remote location restricts demand, the site is clearly in active use and popular with local occupiers.
- 1.102 A second site within **Haydon Bridge** (E5) (0.5ha) is located within to the immediate south of Haydon Bridge station. The site is 9.5km away from the nearest key strategic junction and the local roads require traffic to pass through



the centre of Haydon Bridge which can often become congested during peak times. The site is currently home to G.Robson mechanics and to Spar as a distribution centre. There are currently no vacancies within this small site and there is very little land available for further development. The site benefits from its sustainable location within the centre of Haydon Bridge and its proximity to the station allowing for access via rail. However, it is likely that the site will still rely upon the private car for regular access to both the site itself and a wider variety of services in Hexham. On the whole this site is regarded to be an established employment site of average quality, which will remain important to local occupiers.

- 1.103 Within Catton is **Ridleys Yard** (E21) (0.978 ha). The site contains starter units for small businesses such as Stars Arts Centre and offices for Steve Purteus Chartered Surveyors. The units are modern, well kept and appear to be within a converted listed building. As such, it will be important that any future development remains in keeping with the buildings setting. There are currently no vacancies; however, a large amount of Ridleys Yard remains unused with 10% of the site falling within Flood Zone 3. This is a remote site accessed via narrow country roads and residential areas within Catton village. Despite the remote and unsustainable nature of the site, this is an attractive employment site which would remain popular for local businesses; there may be scope for further offices and starter units within this site.
- 1.104 **North of Station Road, Haydon Bridge** (E25) (0.936 ha) is located to the north of Haydon Bridge station and is, on the whole, a vacant site consisting of three separate yards and allotment gardens to the west. Each yard contains a warehouse or shed of poor quality for storage purposes and one yard is used for coach storage by Centurion Tours. The majority of the site would be suitable for re-development should demand arise, not including the existing allotments. The site benefits from having compatible neighbouring uses and from a sustainable location within the centre of Haydon Bridge, being accessible by bus and rail. Nonetheless, the site is remote from the comprehensive services within key settlements such as Hexham, whilst 70% of this site falls within Flood Zone 2. This is regarded as a relatively poor quality employment site; however, there is considered to remain reasonably strong demand for employment land in this area, hence its retention is recommended.

### **North Tyne & Redesdale**

- 1.105 **Foundry Road, Bellingham** (E2) (1.08 ha) is a remote site located in Bellingham to the north of Tynedale, over 20km from the main settlements in the county. The site is currently used for a range of uses including a car park, builder's storage yard, a gym and ambulance station. Due to the wide range of uses on site, the age and quality of the buildings ranges from poor, average to good dependant upon their age. Approximately 35% of the existing buildings are either vacant or in use as informal storage units with one building consisting of 5,000 square feet remaining completely vacant. The site is close to labour and services within Bellingham, however it is remote from comprehensive services and the strategic road network, despite being reliant upon the private car for



regular access. The site also falls within both Flood Zones 2 and 3 which would restrict future development of the site. Nonetheless, demand is becoming apparent for smaller starter units within the village. Foundry Road is viewed as an average employment site which has the scope to adapt in order to meet these needs.

- 1.106 To the **South of Demesne Farm, Bellingham** (E24) (0.15 ha) a small site consisting of unused and unmaintained previously developed land, part of which is used for informal storage. The site is close to labour and services within Bellingham however it is remote from comprehensive services and the strategic road network. 70% of the site also falls within Flood Zone 2 which would restrict future development of the site. The size and remoteness of this site suggests that this site is a less popular and less sustainable destination for employment uses in the future, however, it presents an opportunity to regenerate a poorly managed area within Bellingham should the demand arise for alternative uses.

### **Haltwhistle and West Tyne**

- 1.107 The majority of Haltwhistle's employment sites are situated close to the railway line. Haltwhistle as the westernmost settlement within the authority is remote from other major settlements and has a range of shops and services within Westgate in the Town Centre. Haltwhistle is also accessed directly off the A69 however, all sites within Haltwhistle are remote from the nearest key strategic junction.
- 1.108 The largest existing employment site is **Hadrian Industrial Estate** (E3) (21.3 ha) to the immediate north of the A69 and situated to both the north and south of the railway line. This large site consists of a mixture of average and poor quality industrial and warehousing and distribution units and a large amount of the site is also used for outdoor storage. A large unit previously used by Hadrian Chemicals seemingly vacant and derelict. There is evidence of newer businesses such as Tynedale Coach Travel, Edens Lawn Service and Rock Solid in units to the north east of the site and to the south west Kilfrost Ltd has invested in a new industrial facility. Sections of the older industrial units have become home to smaller businesses seeking cheap rent such as Mickey's Laptops and indoor playspace business Splat. Vacancies stand at approximately 15% within the site with around 30% to 40% of the site remaining undeveloped. A new access road from the A69 has been developed to the south of the site allowing direct access to Kilfrost Ltd and the undeveloped southern section of the site. The site's main constraint is it falls within Flood Zone 3, notwithstanding these issues, this is an established employment site of varying quality with the potential for further growth if required.
- 1.109 **West End Industrial Estate** (E4) (3.9ha) is located on the south western outskirts of Haltwhistle, to the north of the A69 and to the south of the railway line. The estate is currently used for general and light industry, storage and distribution and sui generis uses such as a coach depot. Companies such as Agma and Phillips Dutchwest are located on site with smaller businesses



making use of starter units. However, vacancy levels stand at approximately 7% due to a large number of the starter units remaining vacant and approximately 25% is suitable for re-development. The general appearance of the site is a mix of average and good quality units. The site benefits from ease of access to the centre of Haltwhistle for goods and services, however, unless travelling from within Haltwhistle the site would only be regularly accessed via private car. Nonetheless, this is an established employment site of average quality which is in active use by a range of local, national and multinational firms with demand being weakest for starter units.

- 1.110 **Plenmeller (E11)** (3.68ha) is located approximately 1km to the south of Haltwhistle, accessed via a narrow country road off the A69. The whole site is used for general industrial and distribution by RPC Containers. There are no vacancies on site, the site is at capacity in terms of future development and is in good condition. This site benefits from having no incompatible adjoining uses, due to being located within the open countryside, however, the site is reliant upon the private car. The B1 and B8 uses associated with the site require a number of HGVs to regularly pass through the sites narrow access road which can lead to potential bottlenecks at the site entrance. Despite this, the site is a well established employment site of average quality serving a specific purpose by RPC Containers.
- 1.111 Land to the **West of Park Road (E22)** (4.8 ha) located to the west of Haltwhistle adjacent to residential properties at Park Road is currently used for grazing. Although the site is within walking distance of Haltwhistle town centre and residential areas, unless employees working on the site were living in Haltwhistle then they would require a car to access the site regularly. Not only would this increase traffic within adjacent residential areas but the site itself undulates from north to south and pylons located within the site provide a further constraint. The constrained nature of the site would suggest that this site could potentially be de-allocated for employment uses.
- 1.112 **Haltwhistle Station (E23)** (0.4) is located within the centre of Haltwhistle adjacent to the railway station. This small site consists of B1 office units and D1 uses such as a vets and a dentist, the buildings appear to be new and in good condition and a small proportion of the site is also used for outdoor storage by Network Rail. A quarter of the office units are vacant, with less than 10% of the site being suitable for redevelopment. The sites location allows for ease of access to local services and residential areas. However, in order to reach the site regularly from outside Haltwhistle it is likely that a private car would be required with traffic passing through both residential and potentially congested town centre roads. Despite the relatively small nature of the site, it represents an average site overall which has the potential to cater for small local businesses within Haltwhistle.

### **Hexham**

- 1.113 The majority of the sites within this settlement are situated to the north of Hexham town centre to both the north and south of the Tyne. Most benefit from



good access to the A69, residential areas and services within Hexham but are often constrained by congested town centre roads. One site at Ochrelands Farm is located to the south of Hexham.

- 1.114 **Haugh Lane Industrial Estate** (E6) (10 ha) is located to the immediate north of Hexham town centre and is a mixed use site consisting of two large superstores, offices, warehousing and distribution, mechanics and starter units for businesses such as Hexham Studios. Vacancy levels are very low with the most significant vacancy consisting of a large retail unit adjacent to Tesco. There is also very little room for further development on the site with only one plot of land for sale, however, there is the potential for Haugh Lane to merge with the Former Bunker (E20) which adjoins the site to the north east, although the fact that the Bunker site is owned by a developer seeking retail on the site makes this prospect unlikely. The site benefits from its location within a wider employment area with ease of access to the town centre and the A69. However, the local roads within the town centre suffer from congestion at peak times and roads within the site are narrow. Haugh Lane also falls within Flood Zone 3 and development could potentially be constrained by residential properties to the south. However, on the whole, it is clear that this is an important employment site within Hexham which provides key services.
- 1.115 Also towards the north of Hexham town centre **Burn Lane Industrial Estate** (E7) (4.3 ha) consists of offices, starter units, car dealerships and a depot for Northumberland County Council. Due to the varying ages of buildings within the site then the condition of the units range from average to good. Newer units include an office development to the north west of the site at Hexham Park which is home to companies such as Armstrong Watsons, older units on the site are home to companies such as Reader Mechanics whilst Lotus and Renault utilise space on the site for sales forecourts. Vacancy levels on the site are low (under 1%) and there is also limited space for further development adjacent to the new office development at Hexham Park. The site is in close proximity to services within Hexham, however, the local road network within the town centre is congested at peak times. The site is constrained further due to the fact that much of the site falls within Flood Zones 2 and 3. Notwithstanding the obvious constraints, this is clearly a popular employment site in a key location with a mix of office and service users, there is the potential to increase the amount of high quality office space to the north west of the site.
- 1.116 To the immediate north of Hexham and the A69 a mixed-used employment site can be found at **Acomb** (E15) (3.2ha). The site is used for starter units within the industrial estate to the west, a retail outlet for Henderson's Fencing, a coach park, a coal yard and scrap yard. Due to the wide range of uses within the site, the age and quality of the employment uses differ, with the industrial estate being of a higher quality than the buildings within the scrap yard and coal yard. Within the industrial estate approximately 30% of the starter units are vacant with 50% of the site remaining available for further development if needed. The site benefits from a sustainable location close access to the A69 and close proximity to Hexham for more comprehensive labour and services. However, the site is constrained by the close proximity of residential properties



and the need for goods vehicles and coaches to pass through residential areas. This is an employment site of average quality, which is attractive to local users; however, demand appears to be limited at present.

- 1.117 The **Former Bunker** (E20) (1.4 ha) is located to the north of Hexham town centre to the north east of Haugh Lane (E6). This pdl site is vacant and contains some plantation woodland, however, much of the site has become neglected and overgrown. The site benefits from being located within a wider employment area with good pedestrian access to the town centre and good vehicular access to the A69. However, the site is constrained by the congested road network and also the fact that the site is accessed directly from Alnmouth Road which is particularly congested at peak times. Critically, the site is in the ownership of a retailer who is highly unlikely to release the land for employment for the foreseeable future, hence the site is not considered to be available for employment use at this time. However, there is the potential for the site to provide an extension to Haugh Lane should the opportunity arise. It may be necessary for the site to be brought forward for a mix of uses to facilitate B-Class uses at this location.
- 1.118 **Ocrelands Farm** (E31) (0.4ha) is located within the countryside to the immediate south of Hexham. Former farm buildings have been converted into starter units which house craft shops and local retail businesses such as Home Scents. Less than 10% of the site would be suitable for future development whilst the post war farm buildings are in good condition with no vacancies. The site benefits from having no incompatible uses within the surrounding area, however, as a small site within the greenbelt which is reliant upon the private car an intensification of uses beyond small scale retail within the site would be unsustainable.
- 1.119 To the west of Acomb itself, **Harford Haulage** (E33) (4.7ha) is a former quarry currently used by *Harford Haulage*. There are very few buildings on site other than temporary site offices and large structures associated with the haulage business. The majority of the site could potentially be made available for development; however due to its former use as a quarry the land is extremely uneven with mounds of earth located throughout the site. The site benefits from its relatively close proximity to residential areas and services and from having no incompatible neighbouring uses. However, the site is severely constrained by its access road which consists of a lengthy single lane track despite the need for HGVs to access the site regularly. Additionally, the site is currently used to store chemicals which could result in sections of the site becoming contaminated. Due to issues surrounding physical constraints, potential contamination and poor access this is regarded as a poor quality employment site; nonetheless, it is currently being put to use for storage and haulage purposes.
- 1.120 To the south east of Corbridge at Riding Mill, **Wentworth Grange** (E34) (1.6ha) is currently in use as a care home. This large pre-war house remains in good condition and due to the steep and wooded nature of the site, there is no further space for development. The site benefits from having no incompatible



vacancy levels stand at approximately 20%; however, this is mainly due to the newly constructed office development at Beaufront Park. There is limited room for redevelopment on the site (under 10%). However, this includes a large area of open space to the north west which is currently available. The site benefits from being within an existing employment area within walking distance of Hexham town centre. However, the site contains a conservation area, falls within Flood Zones 2 & 3 and the local roads within the site often become congested. On the whole this site is regarded as an important, well established employment site.

- 1.124 To the north of Hexham town centre and to the immediate south of Hexham Bridge lies the **Tyne Mills Industrial Estate** (E10) (5.2ha). This site contains a mix of uses such as a car dealership, the Down to Earth Garden Centre, a fire station, distribution centres for firms such as Travis Perkins and also a depot for Northumberland County Council. On the whole the site is in good condition with very little space for future development other than a potential intensification of uses to the south east. Vacancy levels also appear to be very low. This site benefits from being located within a wider employment area with easy access to residential areas, services and the strategic road network. However, the congested nature of the local road network within the town centre acts as a significant constraint, as does the fact that 80% of the site falls within Flood Zone 3. Nonetheless, as with other Hexham sites, despite the clear constraints this is an established, popular employment site with a range of occupiers.
- 1.125 The only site in **Corbridge** (E16) (0.5ha) is located to the south of the village adjacent to Corbridge Station. This mixed used site contains uses such as offices for Wind Direct Ltd, Little Tinklers Nursery and retail uses. As there is a mix of uses, buildings range from good to average quality depending upon the age of the property. There is very little land available for future development and floorspace vacancy levels stand at around 29%. The site itself is under 3ha in size and extremely narrow with little room for vehicle parking or manoeuvring. The site benefits from good public transport links within Corbridge and the railway station offers an alternative to the private car. However, it is likely that the private car would be the primary mode of transport for regular business access. On the whole, this site is an attractive employment site for small local businesses with the potential to intensify the amount of office space within the small amount of land available.
- 1.126 To the east of Corbridge at **Stocksfield, adjacent to the Station** (E27) (0.3) is a small plot of brownfield land. Local roads within Stocksfield are generally free moving. However, traffic travelling to the site via the A69 would be required to pass through residential areas. Although the site appears to be more sustainable than others due to its proximity to the station, it is envisaged that the car would remain the primary form of transport used to access the site if needing to visit on a regular basis especially as the site is 4km from residential areas and services within Prudhoe. As the site is narrow and small it is unlikely to be of great interest to the general market, but may have a role for local businesses.



- 1.127 In between Corbridge and Prudhoe, **Stocksfield Hall Business Units** (E29) (0.5 ha) represents a good quality, modern office development within the countryside for companies such as SCM Pharma and 12i Consultants Ltd. There is no land on site available for further development, however, it is estimated that 1% of the existing units are vacant. The site benefits from having no incompatible adjoining uses and being relatively close to the A69 via free moving country roads which are narrow in places. However, the site is small, remote from residential areas and a wide variety of services and located within the Greenbelt. Despite its constraints this site is regarded as being a site of reasonable quality within the Tyne Valley with a good mix of current occupiers.
- 1.128 To the immediate north of Stocksfield at **Bywell, Home Farm** (E30) (1.004 ha) also represents a modern office and residential development of good quality making use of former agricultural buildings. Vacancy levels are low and it is estimated that a further 40% of the site could potentially be made available for development. The site benefits from being 2km away from a key strategic junction on the A69 and from being compatible with its adjoining residential uses. However, local roads consist of narrow country roads and the site is remote from larger settlements such as Hexham and Prudhoe for labour and services making it reliant upon the private car. Despite the site being in good condition, the remote nature of the site means that this is an employment site of average quality which is of importance to the local businesses currently occupying the site.
- 1.129 The southernmost site within Tynedale is at **Newlands, the Marley Tile Co.** (E32) (10.364 ha). This site is completely vacant and was formerly used as a Tile Works. The buildings on site are of poor quality and would likely need to be removed, following which, it is envisaged that the whole site would be available for development. The site benefits from having no incompatible neighbouring uses and free moving local roads. However, it is remote from the nearest key junction on the A69 and would require a car in order to access residential areas and services within Consett. As this site is also located within the Greenbelt it is unlikely that it would be attractive to new employment users, on the whole this is regarded as a poor quality employment site which would be suitable for de-allocation.

### **Prudhoe**

- 1.130 The largest site within the former Tynedale Authority is located at **Low Prudhoe** (E12) (51.2ha). This site includes starter units, offices and warehousing for companies such as Plumb Centre. However, the majority of the site is used for manufacturing. Of the 6.037ha remaining on the estate, it is understood that two plots have firm interest to be taken up in the near future, whilst a 2ha site in the southern section of the estate requires significant remediation works which are likely to be sufficiently expensive to render the land undevelopable for most uses. The site benefits from being in close proximity to labour and services within Prudhoe, nonetheless, it is located approximately 8km from the nearest strategic junction on the A69 and local roads have the potential to



become congested during peak times. The site is restricted further due to the fact that it falls within Flood Zone 3. This is an established and important employment site within Prudhoe, in an area of high demand for similar development, with very little developable land likely to remain in the near future once the undevelopable land is excluded from the overall figure.

- 1.131 Within the Prudhoe settlement boundary at **Eltringham** (E17) (3.9ha) *Hammerite Ltd* currently operates a factory producing metallic paint. The factory is modern and in good condition. There is no space at present for further development, a large area of plantation woodland falls within the west of the site boundary which could potentially be used for expansion land in future, although this may be deemed incompatible with residential properties located to the north of the site. The site benefits from a sustainable location with regard to public transport, free moving roads and access to labour and services. However, it is remote from the nearest strategic road junction. On the whole this is regarded as a specialist employment site of average quality.
- 1.132 To the west of Prudhoe at **Mickley, the Tyne Valley Garden Centre** (E28) (0.296ha) is a site currently in use as a garden centre. The building associated with the garden centre is ageing and in poor condition and there is little or no room for further development. The site benefits from free moving local roads and its close proximity to Prudhoe for labour and services, although the local roads can become congested during peak times. However, this site falls within the Greenbelt and has physical disadvantages such as the fact that the site slopes steeply downwards in a northerly direction. It is considered that given the site's non B-class use, it could be de-allocated from existing employment site protection

### **Mid Tyne**

- 1.133 Located to the south west of Fourstones on the main road leading to Warden and the A69 **Fourstones Papermill** (E13) (1.9ha) remains in active use as a paper mill. The site is within 2km of a strategic junction on the A69, however, the local roads are narrow in places. The Mill dates back to before the Second World War and as such the buildings are of average quality. There are no vacancies within the site and there is no room for further expansion due to the relatively small size and narrow nature of the site. Although the site is remote from nearby labour and services, this is a historic and established employment site within the local area and should be retained.
- 1.134 Located within the village of Fourstones to the north west of Hexham the **Limeworks** (E14) (2.7ha) is a site which is used by Hadrian to produce motor body panels. The site is in good condition and consists of general industry, warehouses and offices with residential properties located towards the west of the site at Lime House. There are no vacant units and very little room for further expansion due to the physically constrained nature of the site. As the site is located towards the bottom of a valley, the access roads are both narrow and steep with traffic being required to pass through Fourstones. This site



adjoining uses and is 2.5km from a strategic junction on the A69; however traffic is required to pass through Riding Mill in order to reach the site. The site's only access is an extremely narrow single lane road and also falls within the Greenbelt. Although this site has physical constraints and is reliant upon the private car in order to access larger settlements it is recognised that this site is currently in an established use as a care home. It is recommended that employment protection should be removed from the site.

1.121

**The Goods Yard** (E35) (3.7ha) is located to the north east of Hexham town centre to the east of Hexham station. The site is mainly used for warehousing and distribution by firms such as Hadrian Farm Supplies and Matthew Charlton and Sui Generis uses such as Benfield Motors, a petrol station and the PSE Timber yard. The site consists of good quality pre war buildings adjacent to the station with average quality units elsewhere. There are very few vacant units on site, however, approximately 40% of the site is available for re-development. Much of the site is used for outdoor storage associated with PSE Timber and Benfield Motors, however, fly tipping has become a serious issue towards the south east of the site. However, as a town centre site it is constrained by congested local roads and the fact that 50% of the site falls within Flood Zone 2 and 5% into Flood Zone 3. Importantly, the site is in private ownership and it is understood that there have been long running negotiations with retailers to develop the land for such a use. It may be necessary for the site to be brought forward for a mix of uses to facilitate B-Class uses at this location.

### **East Tynedale**

1.122

The largest of the sites is **Egger** (E8) (27.9ha) located 2km to the south of the A69 via the Bridge End Industrial Estate (E9). The site is in good condition and is used solely by Egger (UK) Ltd for general industry and distribution purposes. The site benefits from being located within a wider employment area with services also being accessible on foot. However, the site falls within Flood Zone 3 and is subject to a HSE exclusion zone. Additionally, as traffic has to pass through the Bridge End Industrial Estate in order to gain access to Egger it often results in congestion. Nonetheless, this is an average employment site which is well established within Hexham. It includes approx. 8ha of vacant land that was safeguarded for future release in the Development Plan, but which has since received planning permission in 2009 for a 6.8ha chipboard processing facility. This has not been implemented yet, but it is understood that Egger will take this up. It is possible that there may be a small amount of land within this site that will still be left over for related uses to come forward later.

1.123

Accessed immediately off the A69, **Bridge End Industrial Estate** (E9) (17.1 ha) is a mixed use site which currently consists of offices, starter units, warehousing and distribution, general industry and a waste transfer station. The site is a mix of new and old; the condition of buildings within the site varies from average to good depending upon their age. Newer developments include offices for companies such as Revolution Marketing and a newly opened office complex at Beaufront Park. The more established units are used for distribution by companies such as Royal Mail, Dove and Cozyhomes. Existing



scores poorly against the assessment criteria; nonetheless, it is an important site for Hadrian and the local area.

1.135

Another remote site can be found at **Colwell** (E18) (0.5), this small site which is currently home to vacant agricultural buildings is approximately 10km from the nearest key strategic junction on the A68 and is accessed via narrow country roads with blind summits which could prove to be problematic. This is a small, uneven site in an unsustainable location which is also constrained by pylons bisecting the site. This is a poor quality site which is unlikely to be of interest to employment users and which could lose its employment policy protection

1.136

Enroute to Bellingham, **Wark Sawmill** (E26) (0.3) is a small site currently in use as a Sawmill with associated storage and informal car parking area. Inclusive of the storage and significant parking area it is estimated that approximately 50% of the site could be suitable for further development if required. However, the site is remote from both the strategic road network and key towns with a wide range of labour and services. The site is further constrained by pylons to the east of the site and the fact that it falls within Flood Zone 3. The constrained nature of the site combined with its small size makes this a poor quality employment site of low appeal, although the presence of a successful local business ensures the site should be retained for the foreseeable future.



## **Appendix 6      Site Pro-Formas**







# EXISTING EMPLOYMENT SITE

**Alnwick – Station**

**Reference**

**A01**

**Area (ha)**

**2.47**



Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Mainly A1, including a supermarket, bookstore, and more bulky retailers such as builders merchants and carpet store. Also some sui generis uses such as construction equipment hire and car service centre. No B use classes on site.	
<i>Strategic Access</i>	Within 2 km of good quality, grade separated junction off the A1, but given the wider issues regarding the mixture of dualled and single carriageway sections of the A1, and the negative impact this is perceived to have on the access to, and attractiveness of sites in the North of the County, the score is marked down. To get to the junction it is necessary to use the main town centre access road from the South of the town which passes through residential areas.	3
<i>Local Road Access</i>	The site is adjacent to town centre and so the local road network can be congested. Also adjoins quite dense residential areas. Single site entrance has poor sightlines when exiting, especially problematic of HGVs when turning right.	2
<i>Proximity to urban areas, and access to labour &amp; services</i>	Within 1km of district centre and can be easily reached on foot or by bicycle. Situated adjacent to bus route with regular services and stops immediately next to the site.	5
<i>Compatibility of adjoining uses</i>	The site adjoins residential areas to the S, E and W and has sensitive historic structures to the N (and within the site), however the perimeter is well landscaped and the topography means that the site cannot be readily viewed from the N	2
<i>Site characteristics and development constraints</i>	Site is generally flat, except the entrance which slopes and gives poor sightlines when exiting. The site is centred on a concrete yard which serves as parking and vehicle movement throughout the site, however this is not accessible for businesses at the East and North of the site making it quite impermeable for users. A portion of the site is within a conservation area and the largest building (former station) is grade II listed, there are also 3 sites of archaeological interest.	3
<i>Market Attractiveness</i>	Suggest that the demand is quite high given its proximity to the town centre and the full occupancy of the site, but speculate the demand will be pressure from retailers, spilling over from the town centre rather than traditional B class uses.	3



<i>Planning / Sustainability Factors</i>	Very sustainable location, and use of brownfield site (former station) for functional use. Use of site for retail may have detrimental impact on functioning of town centre.	3
<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>		
<b>FOR EXISTING SITES ONLY</b>		
<i>Type of Existing Use (B1/B2/B8 other)</i>	A1, Sui Generis (M.O.T garage etc), A3 (café in bookshop)	
<i>Existing Vacancy Levels</i>	0%	
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	Mixture - Supermarket is post 2000, estimate industrial units S of station are 1990-2000, other buildings are pre-war (station, WF Proudlock building)	
<i>Condition of Existing Premises</i>	Generally good, even the older listed structures	
<i>Amount of Development Land Available</i>	0	
<i>Potential for Alternative Employment Use</i>	Suggest further use for retail which cannot be accommodated in the town centre	
<i>Existing Occupiers</i>	Barter Books, Jewsons Builders suppliers, Lidl supermarket, Scot JCB, carpet warehouse etc	

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>19</b>
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**EXISTING EMPLOYMENT SITE****Alnwick – South Road****Reference****A02****Area (ha)****1.77**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Moved away from B use classes, to include ambulance station and car sales garage (sui generis) but does retain some B8 aimed specifically at local market on site (Cropwise, sub-surface tech). Other occupiers provide services to the local market (L&A reinforcements)	
<i>Strategic Access</i>	Within 1 km of good quality, grade separated junction off the A1, but given the wider issues regarding the mixture of dualled and single carriageway sections of the A1, and the negative impact this is perceived to have on the access to, and attractiveness of sites in the North of the County, the score is marked down.	4
<i>Local Road Access</i>	Site is off main town centre access road which can lead to congestion and, but in general is good quality road and does not pass major residential areas to access strategic road network. The site entrance isn't aided by traffic control system and has poor sightlines, especially when turning right.	3
<i>Proximity to urban areas, and access to labour &amp; services</i>	With 1 km of district centre and on regular bus route, but feels separate to town centre unlike Station site. Reasonably connected to adjacent residential areas.	4
<i>Compatibility of adjoining uses</i>	Surrounded by residential development which would restrict type of use on site, despite strong perimeter landscaping.	2
<i>Site characteristics and development constraints</i>	Narrow shape restricts the use of land, especially at the northern end of the site. Steep topography of site restricts the use of some of the small plots of vacant land on site which could be used for expansion or new development. Tight road layout on site which appeared congested because of lack of parking.	2
<i>Market Attractiveness</i>	Full occupancy and is close to town centre, with passing trade from town centre access road so would appeal to bulky retail outlets etc. However, the site has no frontage onto the adjacent road condition and premises are average.	3



<i>Planning / Sustainability Factors</i>	Within settlement boundary, close to town centre and public transport routes and accessible from residential areas. Any future development on site would be re-use of land.	4
<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>		
<b>FOR EXISTING SITES ONLY</b>		
<i>Type of Existing Use (B1/B2/B8 other)</i>	B8, Sui Generis (Car Sales, ambulance station) and B1c	
<i>Existing Vacancy Levels</i>	0%	
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	Mix – suggest 1970-90 for some structures (L&A reinforcements), some newer 1990-2000 (car sales, ambulance station)	
<i>Condition of Existing Premises</i>	Average – Car sales garage is in good condition but others appear slightly worn, rate as average.	
<i>Amount of Development Land Available</i>	None listed in employment schedule	
<i>Potential for Alternative Employment Use</i>	Continue with current use	
<i>Existing Occupiers</i>	Alnwick Ford, Cropwise Ltd, L&A Reinforcements, Sub surface technologies, HL Hutchinson Ltd, and North East Ambulance Service	

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>22</b>
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# EXISTING EMPLOYMENT SITE

**Alnwick – Sawmill**

**Reference**

**A03**

**Area (ha)**

**1.56**



Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Small scale service/retail/delivery serving local market. Use's range from MOT service centre, country retail store, timber and building supply, art supply outlet etc	
<i>Strategic Access</i>	Within 1 km of good quality, grade separated junction off the A1, but given the wider issues regarding the mixture of dualled and single carriageway sections of the A1, and the negative impact this is perceived to have on the access to, and attractiveness of sites in the North of the County, the score is marked down.	4
<i>Local Road Access</i>	Site is off main town centre access road which can lead to congestion and, but in general is good quality road and does not pass major residential areas to access strategic road network. The site entrance isn't aided by traffic control system and has poor sightlines, especially when turning right.	3
<i>Proximity to urban areas, and access to labour &amp; services</i>	With 1 km of district centre and on regular bus route, but feels separate to town centre unlike Station site. Reasonably connected to adjacent residential areas, and services developed on Hotspur Park site.	4
<i>Compatibility of adjoining uses</i>	Mix of residential to the W and E (beyond road), cemetery to the S and derelict car show room to the N with further industrial usage beyond. However, the former car show room (and a portion of the actual employment site) is under consideration for future housing development in the Northumberland SHLAA which would change the context.	3
<i>Site characteristics and development constraints</i>	Site is generally level throughout, but feels very constricted with a tight road layout, which ends in tight cul de sac. There is a road immediately S of the former car show room which is not within the site but creates a circular route, however this is very narrow and uneven, making it wholly unsuitable, but on visit it was clearly regularly used. The roads are also structurally poor. The site has a residential unit in the centre and the now disused car sales garage immediately to north, which as undesignated employment land is vulnerable for future residential development. Site does have reasonable frontage onto main access road from S for Alnwick town centre.	2
<i>Market Attractiveness</i>	Suggest that there is demand for lower order employment uses	2



	requiring location within a town and affordable premises, however there are newer, more appealing industrial estates on the edge of Alnwick which may dilute demand in future.	
<i>Planning / Sustainability Factors</i>	Within settlement boundary, close to town centre and public transport routes and accessible from residential areas. Any future development on site would be re-use of land. However, site appears to have developed ad hoc, with a residential dwelling surrounded by the site.	3
<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>		
<b>FOR EXISTING SITES ONLY</b>		
<i>Type of Existing Use (B1/B2/B8 other)</i>	B8 (roofers, art supplies etc), A1 (country store) and sui generis (Car mechanics)	
<i>Existing Vacancy Levels</i>	Low (approx 5-10%)	
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	Estimate the majority to be 1970-90, perhaps some to be 90-00 (difficult to estimate as most have quite poor design aesthetic). None post 2000.	
<i>Condition of Existing Premises</i>	Generally poor-average, many appear quite run down. Only vacant land within the site has a derelict building on site.	
<i>Amount of Development Land Available</i>	0.3	
<i>Potential for Alternative Employment Use</i>	Continue with current use and allow further A1 encroachment. Suggest the extension of the employment site to include former car sales garage may continue vitality of site, but this would require public money to facilitate. If this site does eventually go for housing the context of the site would change unfavourably.	
<i>Existing Occupiers</i>	Local services/suppliers mainly – AFS Country store, South Road Tyres, Ian Wilson auto repairs, Alnwick industrial supplies, Alnwick Paint and Glass etc	

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>21</b>
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**EXISTING EMPLOYMENT SITE****Alnwick – Willowburn****Reference****A04****Area (ha)****9.59**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Appears to have traditionally been a B2 estate with to long established manufactures (Alnmaritec and Hardy-Greys), but this has diversified and now includes B1a (DEFRA) and A1 (Garden Centre) and D1 not typical of an industrial estate (Lions Den play area)	
<i>Strategic Access</i>	Within 1 km of good quality, grade separated junction off the A1, but given the wider issues regarding the mixture of dualled and single carriageway sections of the A1, and the negative impact this is perceived to have on the access to, and attractiveness of sites in the North of the County, the score is marked down.	4
<i>Local Road Access</i>	Site is off main town centre access road which can lead to congestion and, but in general is good quality road and does not pass major residential areas to access strategic road network. The site entrance is not aided by traffic control signals or a roundabout and sightlines are somewhat restricted.	3
<i>Proximity to urban areas, and access to labour &amp; services</i>	Slightly beyond 1km of town centre and feels somewhat disconnected as a result, but reasonable access by foot or cycle and situated next to regular bus route, with close access to complementary services (leisure centre, supermarket etc). No rail station access.	4
<i>Compatibility of adjoining uses</i>	Good. One residential unit to the N, but this well screened by landscape buffer, which also restricts inward views of the site from open countryside, A1 to the E, and cemetery and retail park to the W.	4
<i>Site characteristics and development constraints</i>	Generally level, but slopes at the E and N, meaning some land cannot be developed. Internal road layout is logical, circular system which structurally good. Over 3ha with no land restricted by shape of site. Mature landscaping shields site (Although this includes trunk road frontage) and creates more attractive work environment.	4
<i>Market Attractiveness</i>	Suggest that site would be attractive given good strategic road access, access to strong local market, and presence of strong anchor tenants. However, lack of vacant land would add to development costs should PDL site become available, and greenfield sites beyond A1 may be more appealing. Low vacancy levels.	3



<i>Planning / Sustainability Factors</i>	Planned industrial site within settlement boundary, adjacent to public transport routes and services. No planning restrictions on site. No use of agricultural land or open countryside to expand premises.	4
<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>		
<b>FOR EXISTING SITES ONLY</b>		
<i>Type of Existing Use (B1/B2/B8 other)</i>	B2 (Alnmaritec, Hardy & Greys), B1a (DEFRA), A1 (Garden Centre) and D1 (Lions Den	
<i>Existing Vacancy Levels</i>	0%	
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	Mixture – range from Pre 1970 (Alnmaritec), to Post 2000 (DEFRA – exemplar sustainable development) with other developments aged inbetween	
<i>Condition of Existing Premises</i>	Conditions range reflective of age. DEFRA office building is excellent. Whilst Alnmaritec appears to be in need of investment to modernise and would be difficult to market if vacated. Suggest overall score of average.	
<i>Amount of Development Land Available</i>	Not listed in Employment land Schedule, but there are small pockets of expansion land, especially around 'Lions Den Premises. Other vacant land is unsuitable to develop because of topography.	
<i>Potential for Alternative Employment Use</i>	Suggest continue current use, and resist further encroachment by non-conformant uses such as D1 class.	
<i>Existing Occupiers</i>	Alnmaritec, Hardy & Greys, DEFRA, Willows Garden Centre, Rickerbys Ltd, NCC Highways, Lloyd Ltd, The Lions Den etc	

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>26</b>
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# EXISTING EMPLOYMENT SITE

**Alnwick – Willowtree**

**Reference**

**A05**

**Area (ha)**

**1.67**



Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Small starter industrial units – range of use mainly small B8 (Chemex, Lord Hire, TMS Moto spares) supplying local market, some Sui Generis (Print Shop). Units are uniform Northern Trust developments.	
<i>Strategic Access</i>	Within 1 km of good quality, grade separated junction off the A1, but given the wider issues regarding the mixture of dualled and single carriageway sections of the A1, and the negative impact this is perceived to have on the access to, and attractiveness of sites in the North of the County, the score is marked down.	4
<i>Local Road Access</i>	Site is off main town centre access road which can lead to congestion and, but in general is good quality road and does not pass major residential areas to access strategic road network. The site entrance is not aided by traffic control signals or a roundabout and sightlines are somewhat restricted, especially to turn right. The shared entrance with the adjacent petrol station appeared to add some congestion.	4
<i>Proximity to urban areas, and access to labour &amp; services</i>	Slightly beyond 1km of town centre and feels somewhat disconnected as a result, but reasonable access by foot or cycle and situated next to regular bus route, with close access to complementary services (leisure centre, supermarket etc). No rail station access.	4
<i>Compatibility of adjoining uses</i>	Excellent – A1 to E, petrol station to S, Industrial estate to N and Retail park to W. No adjoining residential or other sensitive uses. Site is well screened.	5
<i>Site characteristics and development constraints</i>	Site is built around courtyards, with blocks of Northern Trust starter units of slightly different size but uniform appearance. Courtyards provide good spaces for customer parking and transfer of freight. Site is small but this is expected of a site dedicated to this type of development. It has excellent landscape screening, but consequently this restricts frontage. Vacant land toward the south of the site is steep slope toward stream, which would restrict development.	4
<i>Market Attractiveness</i>	Given proximity to trunk road, strong local market and low vacancy levels appears that sight would be attractive to starter businesses.	3



	However, some of the older blocks of units do appear somewhat run down, and there are competing developments on greenfield sites on the opposite side of the A1	
<i>Planning / Sustainability Factors</i>	Planned industrial site within settlement boundary, adjacent to public transport routes and services. No planning restrictions on site. No use of agricultural land or open countryside to expand premises. Allows for grass routes economic development.	4
<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>		
<b>FOR EXISTING SITES ONLY</b>		
<i>Type of Existing Use (B1/B2/B8 other)</i>	B8, Sui Generis	
<i>Existing Vacancy Levels</i>	Low – approx 10%	
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	Most of the units appear to be of similar age 1990-2000.	
<i>Condition of Existing Premises</i>	Most average condition, with structures showing some deterioration.	
<i>Amount of Development Land Available</i>	0ha. Some land is vacant behind Brett Fuels, but this is restricted by topography.	
<i>Potential for Alternative Employment Use</i>	Continue with current use.	
<i>Existing Occupiers</i>	Chemex International Ltd, Davidsons Dairy, TMS Motor Spares, Brett Fuels, One Stop Print Shop, Robertsons Prime, Lord Hire etc	

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>28</b>
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# EXISTING EMPLOYMENT SITE

**Alnwick – Sterling Winthrop**

**Reference**

**A06**

**Area (ha)**

**12.31**



Criteria	Comment	Score (out of 5)
<i>Current Use</i>	B1B – Research centre for the pharmaceutical industry (Sanofi Aventis)	
<i>Strategic Access</i>	Within 1 km of good quality, grade separated junction off the A1, but given the wider issues regarding the mixture of dualled and single carriageway sections of the A1, and the negative impact this is perceived to have on the access to, and attractiveness of sites in the North of the County, the score is marked down.	4
<i>Local Road Access</i>	Local roads to connect to strategic network are of reasonable standard, and do not have to pass through residential areas or negotiate problematic junctions, however adjacent retail park and leisure centre could be significant traffic generator (although avoids town centre traffic). Entrance to site not traffic controlled but sightlines are good for ingress/egress. Road serves residential area to the N.	4
<i>Proximity to urban areas, and access to labour &amp; services</i>	Not within 1km of town centre, but adjacent to retail/leisure development offering some services. Site can be reached by foot or cycle from residential areas and is on bus route. Many town centre services to not use the adjoining road, but those that stop on the A1068 (main town centre access road) are within walking distance.	4
<i>Compatibility of adjoining uses</i>	Site is bordered by A1 to the E, employment/retail sites to the N and agricultural land to the S and W. However, it is worth noting that site has extensive landscape buffer, which restricts views into the site from adjoining open countryside. No residential development or other sensitive uses near by.	4
<i>Site characteristics and development constraints</i>	Site is generally flat throughout, with heavy landscaped border and buffer within the site, creating an attractive work locale. Room to expand within the confines of the current site. Good access road, with adequate car parking.	5
<i>Market Attractiveness</i>	Very specialised facility. Suggest that if vacated the location and	4



	apparent high standard of the facility would attract relevant occupiers. If site was vacated and moved away from current use the location and quality of the site would attract larger single site uses, although this would require development of building (suggest that current facility is not flexible to other uses).	
Planning / Sustainability Factors	Planned R&D site within settlement boundary, adjacent to public transport routes and services. No planning restrictions on site. No use of agricultural land or open countryside to expand premises, as room to expand within (although this would use greenfield land). High Tech industry desired for sustainable economic development.	4
Other Comments (i.e. ownership factors, barriers to development where available)		
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B1B	
Existing Vacancy Levels	0	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1990-2000 (difficult to ascertain as access was not granted to site)	
Condition of Existing Premises	Good (difficult to ascertain as access was not granted to site), with excellent wider site attributes	
Amount of Development Land Available	Employment Land Schedule states that there is none available, but grassed buffer in site could feasibly be developed, however there may be biodiversity issues regarding this.	
Potential for Alternative Employment Use	None, highly specialised facility, continue current use and encourage expansion within confines of the site.	
Existing Occupiers	Sanofi Aventis (pharmaceutical MNC)	

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>28</b>
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**EXISTING EMPLOYMENT SITE****Alnwick – St Thomas Units****Reference****A07****Area (ha)****0.183**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Small workshop units, currently vacant and have been since 2005	
<i>Strategic Access</i>	Poor, need to traverse town centre and residential streets with traffic calming measures to get there. Not beyond 5km and junctions with A1 when reached are of a good standard (grade separated)	2
<i>Local Road Access</i>	Poor local roads – narrow residential streets with on street parking and traffic calming, which then link to town centre access routes.	1
<i>Proximity to urban areas, and access to labour &amp; services</i>	Within residential area and within reasonable walking/cycling distance of town centre facilities (suggest beyond 1km). Bus service runs along adjacent St Thomas Crescent.	4
<i>Compatibility of adjoining uses</i>	Within residential area, adjacent to housing and public open space which may restrict use of units.	1
<i>Site characteristics and development constraints</i>	Site is level and shape that would not restrict development. Site has hard surfaced parking area adjacent to units, and area occupied by a telecommunications mast to the rear of the units. Site and units appear run down, almost derelict, and appear to attract anti social behaviour given the enclosed nature of the north end of the site. Site entrance is restrictive to larger vehicles and is difficult to locate.	1
<i>Market Attractiveness</i>	High vacancy rates in recent years, with no occupiers listed in the employment schedule after 2005. Buildings are run down, appear derelict and suggest they would not appeal to start up businesses given options elsewhere in the town (Willowburn). Site is within deprived residential area.	1
<i>Planning / Sustainability Factors</i>	Encourages grass routes economic activity (in theory) to sustain adjoining community and is within walking/cycling distance of residential areas and local amenities. Adheres to aspects of PPS1, PPG13 and PPS4. Whole submitted to SHLAA.	4
<i>Other Comments (i.e. ownership factors,</i>	Sites are owned and managed by Northumberland County Council	



<i>barriers to development where available)</i>	
<b>FOR EXISTING SITES ONLY</b>	
<i>Type of Existing Use (B1/B2/B8 other)</i>	B1c (intended use)
<i>Existing Vacancy Levels</i>	100%
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	1970-90
<i>Condition of Existing Premises</i>	Poor
<i>Amount of Development Land Available</i>	0
<i>Potential for Alternative Employment Use</i>	Suggest that site would be better used for housing / community facilities / sports or leisure facilities
<i>Existing Occupiers</i>	none

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>14</b>
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**EXISTING EMPLOYMENT SITE****Amble Coquet Enterprise Park****Reference****A08****Area (ha)****29.24**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	<p>Mix of uses. Several B2 operations across several industrial sectors some of significant size (Northumberland Food / Border Laird – Food manufacturing, Holywell Engineering / Northern Structures – Metal fabrication). Holywell Engineering also has attached industrial storage yard (B8).</p> <p>Some smaller B2/B1 operations (Edson Electronics) and two developments of industrial starter units (B1c), which include some bulk retail occupiers with attached distribution / maintenance facilities. Also other bulk retail operations away from starter unit blocks. Encroachment of non B class uses (Childcare facility, Childrens indoor play centre).</p>	
<i>Strategic Access</i>	<p>Poor access to A1 (closest trunk road) which is beyond 5km along B class road, and this junction with A1 is not grade separated and does not have bridge/tunnel to north bound carriageway. The A1068 gives reasonable access to the south as it eventually links to A189 trunk road but this section of A road is not duelled. The duelled section of the A189 is beyond 5km from the site. Access to a trunk road to travel north is especially poor, either having to cross the A1 as described or travel through two built up areas. Also marked down due to the fact that the section of the A1 most readily accessed is beyond end of the wholly duelled section: this is recognised as a barrier to freight movement.</p>	1
<i>Local Road Access</i>	<p>Infrastructure immediately around the site is good with unobstructed junctions and as these are relatively detached from residential/town centre uses. However, within 1km north of the site the road network becomes congested with residential and town centre traffic with problematical junctions.</p>	3
<i>Proximity to urban areas, and access to labour &amp; services</i>	<p>The site is edge of town site, but is still within easy walking/cycling distance of residential areas and a town centre facilities (most within 1km). Footpaths link the site to surrounding neighbourhoods. Bus service runs along the eastern perimeter of the site but does not traverse it. Site is quite detached from the larger urban areas of the County, and is far from the nearest passenger rail station.</p>	4



<i>Compatibility of adjoining uses</i>	Site is large planned industrial area which already accommodates B2 uses. North and east perimeter adjoins residential areas and may restrict some more intrusive uses, but in general surrounding uses are compatible. Vacant land toward the south of the site is well screened from surrounding rural areas. Encroachment of uses such as child care facility onto site may impact use of immediately adjoining land.	4
<i>Site characteristics and development constraints</i>	Site is over 3ha and is a planned industrial/commercial zone. There are two points of ingress/egress which are free of restrictions and compatible for HGV use. Road infrastructure within the site has a logical/penetrable layout and is structurally good. Site is flat throughout with most available development land being grassed areas requiring no remediation. Site not in flood zone. Site has planted perimeters and some landscaping within the site, providing reasonably attractive environment. Some available building stock of poor quality.	4
<i>Market Attractiveness</i>	Site has reasonably high occupancy rates (premises around 100m2) and available starter units are of reasonable quality. Lack of follow on units for occupiers of starters developments. Large portions of land remain undeveloped despite being unconstrained. Appears that disconnection of site from trunk road network and distance from larger markets is constraining demand, with only businesses serving local market attracted.	2
<i>Planning / Sustainability Factors</i>	Site is greenfield land but provides employment opportunities to sustain adjoining settlement and has a strong relationship to the settlement boundary. Accessible by means other than car. Site is compatible with PPS4 objectives. 1 site of archaeological interest on site and 11 separate parcels on land within the site have submitted to the SHLAA.	4
<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>		
<b>FOR EXISTING SITES ONLY</b>		
<i>Type of Existing Use (B1/B2/B8 other)</i>	See current use section	
<i>Existing Vacancy Levels</i>	Reasonably low vacancy rates. About 5% taking the site in its entirety, concentration of vacant units in Northern Trust starter units, at about 40%.	
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	Mixture – the larger industrial units such as Northumberland Foods, Holywell Engineering are 1970-90, although both have more recent additions (estimate 30% of stock of this age). Suggest 50-55% to be 1990-00 (i.e. Northern trust starter units, rural development starter units in east of site. 5-10% post 2000 (Day care centre etc)	
<i>Condition of Existing Premises</i>	Varies with age of units. All starter units are average-good, but some of the larger premises appear somewhat run down and would be difficult to attract occupier if needed (i.e. Holywell engineering site) – suggest average rating.	
<i>Amount of Development Land Available</i>	8.93ha available with 0.43 optioned. All vacant sits are grassed areas which are level throughout.	



<i>Potential for Alternative Employment Use</i>	Continuation of current use.
<i>Existing Occupiers</i>	Significant occupiers include Northumberland Foods, Northern Structures, Border Laird Foods, Holywell Engineering, Edson Electronics, M and K Marketing. See Employment land schedule for others.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>22</b>
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# EXISTING EMPLOYMENT SITE

**Rothbury**

**Reference**

**A09**

**Area (ha)**

**2.29**



Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Mixed, local service industry including fire station, bakery, and builders.	
<i>Strategic Access</i>	Link to A1 is approx 20km along secondary and tertiary roads.	1
<i>Local Road Access</i>	Site is situated within a residential area; link to the wider road network is through the town via difficult junctions and bridges, approx 10km to nearest A-road (A697).	1
<i>Proximity to urban areas, and access to labour &amp; services</i>	Good – within town centre, good pedestrian access.	4
<i>Compatibility of adjoining uses</i>	Small site within residential area, adjacent to a country park which will restrict certain uses.	2
<i>Site characteristics and development constraints</i>	Liner site which restricts use, poor road infrastructure, and steep topography would limit any expansion potential.	2
<i>Market Attractiveness</i>	Will attract local services but low profile location will not attract transient industries.	2
<i>Planning / Sustainability Factors</i>	Close to town centre, sustainable location.	3
<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>	Site in multiple ownerships. Site clearly serves local market.	
<b>FOR EXISTING SITES ONLY</b>		
<i>Type of Existing Use (B1/B2/B8 other)</i>	B1c, B2	
<i>Existing Vacancy Levels</i>	10%	
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	1970-90 (units to the east), Bakery 1990-00,	
<i>Condition of Existing Premises</i>	Poor-average, most appear run down.	
<i>Amount of Development Land Available</i>	0ha	



<i>Potential for Alternative Employment Use</i>	Maintain current use and mix of businesses to serve local market.
<i>Existing Occupiers</i>	Bells of Rothbury, Rothbury Home Bakery, NCC Fire Station, Northumberland Game Ltd.

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>15</b>
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**EXISTING EMPLOYMENT SITE****Thurton -Brickworks****Reference****A11****Area (ha)****3.56**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Brickworks	
<i>Strategic Access</i>	Beyond 5km to the A1	1
<i>Local Road Access</i>	Good – access straight onto A697	3
<i>Proximity to urban areas, and access to labour &amp; services</i>	Approx 10km to nearest main settlement. No bus service or pedestrian infrastructure.	2
<i>Compatibility of adjoining uses</i>	Site is in the open countryside and visible from the A697.	2
<i>Site characteristics and development constraints</i>	Irregular shaped site, onsite HSE zone and one archaeological site. Topography would not allow expansion of site onto mineral extraction area to the W of site.	2
<i>Market Attractiveness</i>	Site has a specialised use, due to proximity of clay, if it became vacant it may attract a similar owner but unlikely to be attractive for other employment uses.	1
<i>Planning / Sustainability Factors</i>	Unsustainable location, difficult to justify re-development for other uses if vacated.	1
<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>	Site in single ownership.	
<b>FOR EXISTING SITES ONLY</b>		
<i>Type of Existing Use (B1/B2/B8 other)</i>	B2	
<i>Existing Vacancy Levels</i>	0	
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	Pre 1970	
<i>Condition of Existing Premises</i>	Poor	
<i>Amount of Development</i>	0ha	



<i>Land Available</i>	
<i>Potential for Alternative Employment Use</i>	Retain as intended. Other employment uses unlikely to be acceptable in planning terms.
<i>Existing Occupiers</i>	The Swarland Brick Company Ltd

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>12</b>
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**EXISTING EMPLOYMENT SITE****Swarland – Kitswell Dene****Reference****A12****Area (ha)****4**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Grain drying facility	
<i>Strategic Access</i>	Adjacent to the A1, but junction close to the site is not grade separated. This is especially problematic for HGVs turning right to travel South. There is also consideration of the wider issues regarding the mixture of dualled and single carriageway sections of the A1, and the negative impact this is perceived to have on the access to, and attractiveness of sites in the North of the County, the score is marked down.	3
<i>Local Road Access</i>	Access onto minor road, but this is a loop off the A1 to allow access to Swarland village. Road appeared free of traffic generating uses and is as it only serves the adjoining village there is minimal residential traffic. To travel west it would be necessary to go through Swarland village, and to travel any other direction would involve crossing the A1; network does not span far without encountering barriers.	2
<i>Proximity to urban areas, and access to labour &amp; services</i>	In rural setting beyond 5km from nearest district centre. Remoteness of site means it is difficult to access site on foot or cycle, and there is no immediate bus service. Disconnected from residential areas and services.	1
<i>Compatibility of adjoining uses</i>	Site is within open countryside, adjoined by agricultural land on 3 sides (one residential unit to the W) and woodland to the N. The site has a strongly landscaped perimeter, however the scale of the buildings means that this is not overly affective. The setting may dictate the scale of any further expansion, however it should be noted that this type of operation requires being close to the product source.	2
<i>Site characteristics and development constraints</i>	Site is level throughout and is a regular shape, meaning no land is inaccessible. Site has been hard surfaced for about 70% of the land take, so any future infill development would use PDL. Site is has tree lined border which is set on raised bund, offering good screening.	4
<i>Market Attractiveness</i>	Site is a specialised site, with exacting location requirements. Suggest that if vacated it would attract occupier for identical use, but would other uses would not be readily attracted to the site.	1



<i>Planning / Sustainability Factors</i>	Site is disconnected from any settlement and public transport routes. Within open countryside, however it is recognised that this is necessary for the type of operation. Any alternative use for the site would be difficult to justify in planning terms. There are no designated planning constraints affecting the site.	2
<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>		
<b>FOR EXISTING SITES ONLY</b>		
<i>Type of Existing Use (B1/B2/B8 other)</i>	B8	
<i>Existing Vacancy Levels</i>	0	
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	1970-1990	
<i>Condition of Existing Premises</i>	Average – Specialised facility, buildings appear in reasonable condition but age is evident.	
<i>Amount of Development Land Available</i>	Employment land schedule states that there is no development land available, but it is feasible that additional buildings could be accommodated within the confines of the existing site.	
<i>Potential for Alternative Employment Use</i>	Continue current use. Would be difficult to justify using site for alternative use if vacated.	
<i>Existing Occupiers</i>	Swarland Grain Driers Ltd	

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>15</b>
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**EXISTING EMPLOYMENT SITE****Alnwick – Greensfield Park****Reference****A13****Area (ha)****2.54**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Mixed use development for small scale office and sales and distribution companies. The majority of the businesses are B1a situated in 'Greensfield Court' Development, with Social Services office also falling in B1a use class. Diversification into B8 (Cropwise, Colena, Royal Mail sorting office), A1 (Funeral Directors) and Sui Generis (Willis – Car Sales)	
<i>Strategic Access</i>	Within 1 km of good quality, grade separated junction off the A1, but given the wider issues regarding the mixture of dualled and single carriageway sections of the A1, and the negative impact this is perceived to have on the access to, and attractiveness of sites in the North of the County, the score is marked down.	4
<i>Local Road Access</i>	Local roads to connect to strategic network are of reasonable standard, and do not have to pass through residential areas or negotiate problematic junctions, however adjacent retail park and leisure centre could be significant traffic generator (although avoids town centre traffic). Entrance to site not traffic controlled but sightlines are good for ingress/egress. Road serves residential area immediately to the N.	4
<i>Proximity to urban areas, and access to labour &amp; services</i>	Not within 1km of town centre, but adjacent to retail/leisure development offering some services. Site can be reached by foot or cycle from residential areas and is on bus route. Many town centre services do not use the adjoining road, but those that stop on the A1068 (main town centre access road) are within walking distance.	4
<i>Compatibility of adjoining uses</i>	No adjoining residential development – Leisure centre to E, wooded area to the S (buffer for another employment site), and sports fields to the W. Continuation of current use is compatible with this.	4
<i>Site characteristics and development constraints</i>	Site slopes gradually N to S, but not to the extent to prevent development or make movement around the site problematic. Shape of site and the positioning of existing development have resulted in some vacant land becoming inaccessible (rear of sorting office and land at SE of site). This could be expanded onto without compromising landscaped buffer. Road layout on site is congested as there appears to be a severe lack of car parking, and dead ends with inadequate turnaround space, especially with too much on street parking.	3



	Landscape buffers within site create attractive environment.	
<i>Market Attractiveness</i>	Low vacancy rates, good strategic road access, strong local market, and buildings in good condition. Suggest that it would appeal for local out of town office space, and starter/small scale sales and distribution firms. However, may lose out to similar development on greenfield sites on the other side of A1 (only vacant unit on site – company moved to Lionheart phase 2)	3
<i>Planning / Sustainability Factors</i>	Planned office / light industrial site within settlement boundary, adjacent to public transport routes and services. No planning restrictions on site. No use of agricultural land or open countryside to expand premises. Allows for grass routes economic development. Out of town office development may detract from economic activity in Alnwick Town Centre.	4
<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>		
<b>FOR EXISTING SITES ONLY</b>		
<i>Type of Existing Use (B1/B2/B8 other)</i>	B1a, B8, A1 and Sui Generis	
<i>Existing Vacancy Levels</i>	Low - 5%	
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	Suggest most are 1990-2000, with some structures (Willis Garage) post 2000	
<i>Condition of Existing Premises</i>	Good – most buildings are in good condition with well kept communal areas.	
<i>Amount of Development Land Available</i>	Employment Land Schedule states there is none, but suggest that land to the rear of sorting office and toward the SE of site could be used for limited expansion without compromising landscape buffer.	
<i>Potential for Alternative Employment Use</i>	Suggest continuation of current use.	
<i>Existing Occupiers</i>	Cropwise Ltd, Colena, Mastora – Land Rover Service, NCC Social services, Royal Mail, Metrology Software Products, Alnwick Farming Consultants, Serac Solutions etc (See schedule for complete list)	

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>26</b>
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# EXISTING EMPLOYMENT SITE

## Alnwick – Lionheart Enterprise Park

# Reference

A15

# Area (ha)

7.01



Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Mix of uses, difficult to define dominant use. A lot of B8 (Rothbury Motors, highways services), but many have element of A1 (Kitchen Warehouse, JG Paxtons). Also B1a (Eclipse Translations) and Sui Generis (Waste Transfer Station, Nissan Car repair centre)	
<i>Strategic Access</i>	Excellent, immediately adjacent to reasonably good quality/grade separated junction with A1 which can be reached via roads free from residential/town centre traffic, but given the wider issues regarding the mixture of dualled and single carriageway sections of the A1, and the negative impact this is perceived to have on the access to, and attractiveness of sites in the North of the County, the score is marked down.	4
<i>Local Road Access</i>	Good local road access immediately on the A1 (approx 100m to the north) and A1068 (main town centre access road)/ However, road access to the E/SE is poor, via narrow country roads. Local roads are however free from other traffic generating uses (residential, schools, retail etc).	4
<i>Proximity to urban areas, and access to labour &amp; services</i>	Site relatively close to Alnwick (although beyond 1km from district centre) but as this connection is severed by the A1 it is physically detached. Pedestrian and cycle access for workers/customers is therefore not as good as the sites W of the A1, having, but infrastructure is still in place to allow it. Bus route does run past W side of site, but not through it, although this service is infrequent.	3
<i>Compatibility of adjoining uses</i>	Industrial development to the E and W, A1 junction to the N, and open countryside to the S. site is relatively poorly screened from inward views from open countryside, which may restrict type and scale of uses.	3
<i>Site characteristics and development constraints</i>	Site relatively level throughout and shape does restrict use of any part of it. Only available plot of land is flat, grassed area. Road layout is logical, and structurally sound, but could be more permeable. No planning constraints on site. Poor perimeter screening.	4



**EXISTING EMPLOYMENT SITE****Alnwick – Hotspur Park****Reference****A16****Area (ha)****6.093**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	The site has moved away from traditional employment site use with a move to A1 and D2. There is a planned retail park, supermarket and leisure centre with associated parking and landscaping.	
<i>Strategic Access</i>	Adjacent to good quality, grade separated junction off the A1, but given the wider issues regarding the mixture of dualled and single carriageway sections of the A1, and the negative impact this is perceived to have on the access to, and attractiveness of sites in the North of the County, the score is marked down.	4
<i>Local Road Access</i>	Good local road network free of residential and town centre traffic in general with quick access to the strategic road network. Site has good internal road system and a mini roundabout at the access point to ease traffic flow. Travelling to the NW the road network passes through residential areas and the current use of the site in itself will tend to generate increased traffic.	4
<i>Proximity to urban areas, and access to labour &amp; services</i>	Not within 1km of a district centre, but has good local services and is accessible for pedestrians and cyclists and is served by a regular bus service. Not close to a rail stop.	4
<i>Compatibility of adjoining uses</i>	No unsuitable adjoining uses, however the current use of the site would now negate the development of general industry on the site.	3
<i>Site characteristics and development constraints</i>	Attractively landscaped site with sound road structure and car parking. Topography or shape of site would not prevent further development. Stream runs through the centre of the site, this isn't considered a flood risk but has dictated where development is situated.	4
<i>Market Attractiveness</i>	Little attraction for employment uses due to change of use to A1. Excellent, especially for further retail development complimentary to that on site. Appeals that it is close to transport links and strong local market. The use of site for retail and leisure mean that it would now not appeal to B class uses.	4
<i>Planning / Sustainability Factors</i>	Site is within settlement and is accessible by means other than car. Development of out of town retail park could be damaging to the vitality of Alnwick Town Centre and the use	3



<i>Market Attractiveness</i>	High occupancy rate and broad range of uses. Existing premise are of a reasonable standard, only vacant plot would have low development costs (greenfield, existing infrastructure). Good access to trunk road and strong local market.	3
<i>Planning / Sustainability Factors</i>	Site appears somewhat disconnected from the nearest settlement, and is relatively poorly served by public transport, and somewhat disconnected for cyclists and pedestrians (how to use underpass of A1 junction).	3
<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>		
<b>FOR EXISTING SITES ONLY</b>		
<i>Type of Existing Use (B1/B2/B8 other)</i>	B8, B1a, A1, and Sui Generis (waste station etc)	
<i>Existing Vacancy Levels</i>	Low – under 5% (only one vacant unit in Elm Square Rural Development Units)	
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	All after 1990, suggest most will be post 2000 (Nissan Garage, Waste Transfer Station etc)	
<i>Condition of Existing Premises</i>	Good	
<i>Amount of Development Land Available</i>	0.65ha	
<i>Potential for Alternative Employment Use</i>	Continue were diversified use.	
<i>Existing Occupiers</i>	Rothbury Motors, JG Paxtons, SITA/NCC, Eclipse translations, Howden Joinery, MKM building supplies etc.	

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>24</b>
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	of the site is a diversion from its intended use.	
<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>		
<b>FOR EXISTING SITES ONLY</b>		
<i>Type of Existing Use (B1/B2/B8 other)</i>	A1, D2	
<i>Existing Vacancy Levels</i>	0%	
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	All post 2000	
<i>Condition of Existing Premises</i>	Good, buildings of architectural merit.	
<i>Amount of Development Land Available</i>	Employment land schedule lists no land as available; speculate that grassed section of land to the W of Sainsbury's car park could potentially be targeted for development.	
<i>Potential for Alternative Employment Use</i>	Develop the site for further retail/ leisure use as it is now not feasible as a site for B class uses.	
<i>Existing Occupiers</i>	Sainsbury's, Argos, Homebase and Willowburn Leisure Centre	

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>26</b>
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**EXISTING EMPLOYMENT SITE****Alnwick – West Cawledge****Reference****A17****Area (ha)****2.710**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Site is intended future expansion site for cluster of estates east of the A1. It is currently greenfield land (grazing land), but did not appear to be actively farmed on visit.	
<i>Strategic Access</i>	Immediately adjacent to reasonably good quality/grade separated junction with A1, however this is currently reached via a narrow country lane, unsuitable for HGVs etc. This would require significant investment to link the site to the strategic road network. Also need to consider the wider issues regarding the mixture of dualled and single carriageway sections of the A1, and the negative impact this is perceived to have on the access to, and attractiveness of sites in the North of the County, the score is marked down.	3
<i>Local Road Access</i>	Narrow country lane adjacent to site is poor in present state, however this could be widened, or, as is more likely, access will be sought from Lionheart Phase 2, linking the site to uncongested local roads after traversing two industrial parks.	2
<i>Proximity to urban areas, and access to labour &amp; services</i>	Site relatively close to Alnwick (although beyond 1km from district centre) but as this connection is severed by the A1 it is physically detached. Pedestrian and cycle access for workers/customers is therefore not as good as the sites W of the A1, having, but infrastructure is still in place to allow it. Bus route runs past Lionheart phase 1, but this is some way from this site.	3
<i>Compatibility of adjoining uses</i>	Existing employment development to the S/E, A1 and further industrial development beyond to the W and wooded area to the N. Site is pinned in by road and employment development and the topography of the site and wooded area offer good screening from the inward views from the open countryside.	4
<i>Site characteristics and development constraints</i>	Site is currently greenfield site with no investment to initiate development, but it is well linked to other employment sites. Topography is undulating, which could restrict development, but slope towards A1 restricts views from open countryside and gives prominent frontage onto trunk road. Site needs significant investment in	3



	infrastructure.	
<i>Market Attractiveness</i>	Quiet low without public sector investment as no infrastructure in place, on site or to access site. Topography may deter firms requiring large areas of land. However, site is well positioned next to trunk road and has frontage onto it. Suggest that until Lionheart Phase two is built, attractiveness will remain low.	2
<i>Planning / Sustainability Factors</i>	Entirely greenfield site, beyond settlement boundary with poor access by foot, cycle and public transport. No restrictive planning designations.	2
<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>		
<b>FOR EXISTING SITES ONLY</b>		
<i>Type of Existing Use (B1/B2/B8 other)</i>	n/a	
<i>Existing Vacancy Levels</i>	n/a	
<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>	2.71ha	
<i>Potential for Alternative Employment Use</i>	Suggest the holding of the site for future expansion is reasonable aspiration if public sector money opens up the site.	
<i>Existing Occupiers</i>	n/a	

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>19</b>
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# EXISTING EMPLOYMENT SITE

**Alnwick – Lionheart Enterprise Park Phase 2**

Reference

**A18**

Area (ha)

**4.49**



Criteria	Comment	Score (out of 5)
Current Use	Site is expansion to original Lionheart Park. Three developments on site – B2 unit (Hacketts Chains), A1 / B8 unit (Farmway Country Store) and Hotspur court (a development of 17 small scale industrial units, ideal for follow on units for start ups)	
Strategic Access	Excellent, immediately adjacent to reasonably good quality/grade separated junction with A1 which can be reached via roads free from residential/town centre traffic, but given the wider issues regarding the mixture of dualled and single carriageway sections of the A1, and the negative impact this is perceived to have on the access to, and attractiveness of sites in the North of the County, the score is marked down.	4
Local Road Access	Good local road access immediately on the A1 (approx 100m to the north) and A1068 (main town centre access road). However, road access to the E/SE is poor, via narrow country roads. Local roads are however free from other traffic generating uses (residential, schools, retail etc), but vehicles do have to pass through phase one to reach site.	4
Proximity to urban areas, and access to labour & services	Site relatively close to Alnwick (although beyond 1km from district centre) but as this connection is severed by the A1 it is physically detached. Pedestrian and cycle access for workers/customers is therefore not as good as the sites W of the A1, having, but infrastructure is still in place to allow it. Bus route does run past phase 1 of Lionheart, although this service is infrequent, and the stop quite distant from the far end of the site.	3
Compatibility of adjoining uses	Employment Development to the W, Grassed field to the N (employment site) with A1 beyond, open countryside to the E and N with wooded area to the SE. No residential or other sensitive development adjoining. However, site is prominent from open countryside, which may restrict scale and type of use.	3
Site characteristics and	Site is generally level, except the NE perimeter which slopes steeply to	3



<i>development constraints</i>	a stream and suggest that this would negate development of this section of the site. Site is of regular shape and over 3ha. Road infrastructure is in place and vacant land has been levelled. No planning constraints on site. Poor perimeter screening.	
<i>Market Attractiveness</i>	Vacant land has been levelled and infrastructure in place so development costs will be low. Site has good access and vacant units on site are modern and of a high standard. This may attract businesses from older estate in Alnwick rather than new transient industry.	3
<i>Planning / Sustainability Factors</i>	Site appears somewhat disconnected from the nearest settlement, and is relatively poorly served by public transport, and somewhat disconnected for cyclists and pedestrians (how to use underpass of A1 junction).	3
<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>		
<b>FOR EXISTING SITES ONLY</b>		
<i>Type of Existing Use (B1/B2/B8 other)</i>	B2, A1 and B1	
<i>Existing Vacancy Levels</i>	High in Hotspur Court (60%) but the development is very recent.	
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	All post 2000	
<i>Condition of Existing Premises</i>	Good	
<i>Amount of Development Land Available</i>	1.67 (suggest that this may be lower given topography at E of site)	
<i>Potential for Alternative Employment Use</i>	Continue diversified use	
<i>Existing Occupiers</i>	William Hackett Chains, Farmway, Phillip Hardy Plumbing, JRC Motors, Adventure Northumberland, AJ Wynne Flooring etc	

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>23</b>
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**EXISTING EMPLOYMENT SITE****Alnwick – Greensfield Moor****Reference****A19****Area (ha)****4.52**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	B1a speculative office development with infrastructure in place for future development.	
<i>Strategic Access</i>	Excellent, immediately adjacent to reasonably good quality/grade separated junction with A1 which can be reached via roads free from residential/town centre traffic, but given the wider issues regarding the mixture of dualled and single carriageway sections of the A1, and the negative impact this is perceived to have on the access to, and attractiveness of sites in the North of the County, the score is marked down.	4
<i>Local Road Access</i>	Good local road access immediately on the A1 (approx 100m to the north) and A1068 (main town centre access road)/ However, road access to the E/SE is poor, via narrow country roads. Local roads are however free from other traffic generating uses (residential, schools, retail etc).	4
<i>Proximity to urban areas, and access to labour &amp; services</i>	Site relatively close to Alnwick (although beyond 1km from district centre) but as this connection is severed by the A1 it is physically detached. Pedestrian and cycle access for workers/customers is therefore not as good as the sites W of the A1, having, but infrastructure is still in place to allow it. Bus route does run past site, but not through it, although this service is infrequent.	3
<i>Compatibility of adjoining uses</i>	A1 to W, further industrial development to the N and W and open countryside to the S. The site has poor screening, making it very visible from the adjoining open countryside, which may restrict type and scale of development. No residential or other sensitive developments near by.	3
<i>Site characteristics and development constraints</i>	Site is generally level throughout and logical shape does not leave any land undevelopable. Site has good frontage onto the A1. Infrastructure (roads, sewers etc) are already in place and the land has been levelled, meaning minimal development costs. No planning constraints on site. Poor perimeter screening.	4



<i>Market Attractiveness</i>	Suggest that the infrastructure investment will make site attractive given low development costs, as well as prominent position next to A1 and the good access by car this gives. However developed offices are mostly vacant, suggesting low demand for offices in this area and that site be better to consider diversified uses.	3
<i>Planning / Sustainability Factors</i>	Site appears somewhat disconnected from the nearest settlement, and is relatively poorly served by public transport, and somewhat disconnected for cyclists and pedestrians (how to use underpass of A1 junction). Site uses greenfield land and designated uses for offices may draw small office market out of district centres.	3
<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>		
<b>FOR EXISTING SITES ONLY</b>		
<i>Type of Existing Use (B1/B2/B8 other)</i>	B1a	
<i>Existing Vacancy Levels</i>	High 50%	
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	Post 2000	
<i>Condition of Existing Premises</i>	Good – attractive new office developments centred on communal courtyards.	
<i>Amount of Development Land Available</i>	3.39ha	
<i>Potential for Alternative Employment Use</i>	High vacancy rates suggest that the intention of developing the wider site for such use may be unrealistic. Suggest consideration of more diverse range of uses.	
<i>Existing Occupiers</i>	Age Concern, Northern Property Finance.	

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>24</b>
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**EXISTING EMPLOYMENT SITE****Alnwick – Lee Moor Farm (Rennington)****Reference****A20****Area (ha)****0.598**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Rural business centre containing predominately B1a office use, also D1 (chiropractic clinic), D2 (Gym), A3/A1 (Black Olive café) and B1c (Bakery)	
<i>Strategic Access</i>	Poor, beyond 5km from trunk junction via narrow country lanes.	1
<i>Local Road Access</i>	Access is via narrow, single lane track. It is hard surfaced but is structurally poor. This track links to narrow B-class and minor roads, however they are free from traffic generating uses such as residential centres, schools etc.	2
<i>Proximity to urban areas, and access to labour &amp; services</i>	Disconnected from any settlements, with no pedestrian infrastructure serving site, and distance barrier to cycle access. No public transport serving site.	1
<i>Compatibility of adjoining uses</i>	Site is in open countryside with agricultural land to the N, W and S and woodland area to the E, with East Coast railway line beyond. Development is mainly re-use of agricultural buildings so blends well with surrounding countryside. Site is well screened by landscaping/tree planting.	3
<i>Site characteristics and development constraints</i>	Layout of site is dictated by the original layout of the farm, with communal parking area and access road. Adjoining green spaces provide appealing working environment. Site is built to capacity; shape does not restrict the use of any land. Setting provides little scope to expand scale of premises.	3
<i>Market Attractiveness</i>	Site is an attractive working environment, with low vacancy rates. The site would not appeal to transient occupiers, or those requiring good access for wider customer base, but companies catering to local market or those that do not need access for customers would be attracted because of the working environment. Remote situation would restrict general employment demand.	2
<i>Planning / Sustainability Factors</i>	In principle the site scores low for sustainability – disconnected from settlement and alternative transport options etc. However, it brings redundant agricultural buildings into active use and provides essential facility to sustain rural economy.	3



<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>	Office units let by Northumberland Estates
<b>FOR EXISTING SITES ONLY</b>	
<i>Type of Existing Use (B1/B2/B8 other)</i>	B1a, B1c, D1, D2, and A3/A1
<i>Existing Vacancy Levels</i>	15-20%
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	Converted Stone buildings (although have been converted and modernised) – pre war, other former agricultural estimated to be 1970s- 1990s, Gym building is perhaps 1990-2000
<i>Condition of Existing Premises</i>	All structures appear in good condition for intended purpose.
<i>Amount of Development Land Available</i>	None
<i>Potential for Alternative Employment Use</i>	Continue with current use, with positive view of developments linked to tourism industry
<i>Existing Occupiers</i>	Energy Audit Company, Farm Bakery, Coastal Chiropractic, Black Olive Sandwich Company, New Life Gym, Incasoft Accountancy, Sustainable Heating Solutions, Ion Originals etc.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>15</b>
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# EXISTING EMPLOYMENT SITE

**Belford**

**Reference**

**B01**

**Area (ha)**

**8.29**



Criteria	Comment	Score (out of 5)
Current Use	B2 and B8 (Coastal Grains).	
Strategic Access	Adjacent to A1 (Not grade separated junction), however marked down as A1 is not dualled in the north of the County.	4
Local Road Access	Access is directly onto quiet B road which adjoins strategic road network almost immediately. Free of traffic generating uses.	4
Proximity to urban areas, and access to labour & services	Approx 20km to the major towns of Berwick and Alnwick. Infrequent bus service.	2
Compatibility of adjoining uses	Site is located in open countryside.	2
Site characteristics and development constraints	Linear, regular shaped site, two HSE zones onsite, 4 archaeological sites, approx 40% of site is in flood zone 2. Part of the site (photo 6) is designated recreation sports ground (e.g. cricket pavilion) although clearly not being used as such.	2
Market Attractiveness	Some units to let (photos 1 and 2) and some vacant plots. Not a high profile location.	2
Planning / Sustainability Factors	Poorly located for labour and services.	2
Other Comments (i.e. ownership factors, barriers to development where available)		
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B2 and B8 (Coastal Grains).	
Existing Vacancy Levels	Approx 20%, vacant land to north and east (photos 6,7,10,11)	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Range – most 1970-1980. Smaller starter units 1990-2000. Office building for Coastal Grains – post 2000	
Condition of Existing Premises	Average- Good	
Amount of Development Land Available	0.794ha	
Potential for Alternative Employment Use	Continue current mix employment use.	
Existing Occupiers	Belford MOT centre, Coastal Grains Ltd, Travelsure.	



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[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:	18
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# EXISTING EMPLOYMENT SITE

**Berwick – North Road**

**Reference**

**B02**

**Area (ha)**

**11.20**



Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Predominately B1, B2 and B8 use classes including MKM building supplies, interior design, painters and decorators, electrical contractors. Also some sui generis uses such as SITA waste recycling facility skip hire and two car showrooms. Mix of scale, age and quality of premises.	
<i>Strategic Access</i>	Good strategic access – on the edge of the A1; however A1 not being dual carriageway in its entirety remains an issue in the North of the County.	4
<i>Local Road Access</i>	Good - access is directly of A1 via a roundabout, although the road passes a supermarket and through a residential area which could generate congestion.	4
<i>Proximity to urban areas, and access to labour &amp; services</i>	Site is situated approx 2km to the north of the town centre, on a bus route and accessible by cycle or foot from residential areas.	4
<i>Compatibility of adjoining uses</i>	Adjoins playing field to the south, East Coast Mainline to the east, Ramparts business park the north and the A1 trunk road to the west. No restrictive uses, but inward views from open countryside could dictate type any scale of development.	4
<i>Site characteristics and development constraints</i>	Generally level site of a regular shape with well maintain grassed areas however development had taken place in an ad-hoc fashion hence there is not a very planned or logical layout. HSE zone onsite covers approx 25% of the site.	3
<i>Market Attractiveness</i>	Very low vacancy levels, well established and busy industrial estate. A coupe of workshop/light industrial premises 'to let' with <a href="http://www.biz-space.co.uk">www.biz-space.co.uk</a>	3
<i>Planning / Sustainability Factors</i>	Brownfield site, site is well located, site is not within walking distance of town centre however is within walking distance of residential area.	4
<i>Other Comments (i.e. ownership factors, barriers to development)</i>		



where available)	
<b>FOR EXISTING SITES ONLY</b>	
Type of Existing Use (B1/B2/B8 other)	B1, B2 and B8
Existing Vacancy Levels	<5%
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Range – None of the stock appears to be per 1970s, but falls with all ranges since. The majority appears to be post 1990.
Condition of Existing Premises	Most in average/good condition, some units in the centre of site are in poor condition (photos 9,12,14,20,21)
Amount of Development Land Available	0.42ha
Potential for Alternative Employment Use	Continuation of current use
Existing Occupiers	Ancroft Tractors Ltd, SITA, Maxwell Motors, Perryman Coach Hire, CEF Electrical Factors, MKM Building Supplies and Storage, etc

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>26</b>
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**EMPLOYMENT ALLOCATION:**
**BERWICK – Tweedmouth**
**Reference**
**B03**
**Area (ha)**
**6.12**


Criteria	Comment	Score (out of 5)
Current Use	Site to the west of A1167 is a retail park, so A1 use class and the site on the eastern part of the A1167 is B2 and B8.	
Strategic Access	Approx 2.5km to A1 via the A1167 which slopes steeply up to the north, through residential areas. Marked down because of wider issues regarding the single carriageway status of much of A1.	3
Local Road Access	Ingress and egress out of both the eastern and westerns parts of the site is via busy junctions onto the A1167.	3
Proximity to urban areas, and access to labour & services	Within residential area, within reasonable walking/cycling distance of town centre (approx 1 km) and on a regular bus route.	4
Compatibility of adjoining uses	Western part of the site is adjacent to residential/public house. Eastern part of the site is adjacent to residential/East Coast Mainline.	3
Site characteristics and development constraints	Each site approx 3ha, retail park is a regular shape and layout.  Western half of retail park clipped by offsite HSE zone from B04.  Eastern part of site is a long linear site mostly occupied by Dove Building Materials.	3
Market Attractiveness	Site has high occupancy rates and is well located, however marked down due to distance to A1 trunk road via a busy A road.	3
Planning / Sustainability Factors	Brownfield site within settlement boundary, accessible via walking/cycling or public transport.	5
Other Comments (i.e. ownership factors, barriers to development where available)	The eastern parcel of land is owned by Dove but is derelict (See photo 8) which is a blot on the landscape. This parcel of land is also accessible via Billendean Terrace.	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	A1, B2, B8	
Existing Vacancy Levels	0.09ha	
Age of existing	Range – Retail park is 1990-2000, Autoglass/Car Wash – post 2000. Other structures	



<i>Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	are pre 1970 such as the derelict Dove building.
<i>Condition of Existing Premises</i>	Retail park in good condition.  One of J T Dove Ltd buildings in derelict condition (see photos 8/10)
<i>Amount of Development Land Available</i>	0.09ha on eastern part of site
<i>Potential for Alternative Employment Use</i>	Retain as employment site/retail park.
<i>Existing Occupiers</i>	Homebase, Argos, Carpet Right, Halfords, Currys (western part of site) J T Dove Ltd, Arc Car Wash, Autoglass (eastern part of site)

[Scoring: 5 = best, 1 = worst

<b>TOTAL SCORE:</b>	<b>24</b>
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# EMPLOYMENT ALLOCATION:

## BERWICK – Tweedside

Reference

B04

Area (ha)

40.10



Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Mix of uses but is the predominant B2 location in Berwick (Allan Bros Ltd, Alchemia Ltd, General Mills, Simpsons Malt), but range of other uses B8 (Grahams Builders Merchants, Jim Youngman Carpets etc), B1c (Border engines, Vital Signs etc), D2 (FX Fitness Club), and Sui Generis (Tweedmouth Mitsubishi Motors).	
<i>Strategic Access</i>	Site is within 2km of strategic road network, along good quality roads, which pass by, but do not go through residential areas. Marked down because of wider issues regarding the single carriageway status of the A1 in the N of the county.	4
<i>Local Road Access</i>	All site access points are onto the A698, which is good quality road, relatively free of residential traffic, although it is one of the primary routes into the town centre. Supermarket under construction opposite which will generate congestion.	3
<i>Proximity to urban areas, and access to labour &amp; services</i>	Within settlement boundary, accessible on foot or cycle from residential areas. Bus service runs along the A698, but does pass through site. Within 1km of town centre.	4
<i>Compatibility of adjoining uses</i>	Agricultural land to the N and S (with Football ground and residential beyond), residential to the W and railway line and landscaped buffers to the E. Supermarket will soon be open N of the site. The proximity of these uses does restrict the types of use on site.	4
<i>Site characteristics and development constraints</i>	Site beyond 3ha and its shape does not negate the development of any land. Generally level, including plots of vacant land. Site has three access points, two form a circular road layout in the eastern portion of the site, and the other accesses the western portion, which feels like a separate industrial estate. Site has one area of archaeological interest and an HSE zone (1000m radius) covers the whole site, stemming from Alchemia Ltd. Large portions of the site are taken up by derelict units (Pilsbury), which have high development costs so need public money to aid regeneration. Portions of site feel run down.	3
<i>Market Attractiveness</i>	Suggest that any company requiring large site may be attracted, but public money needed to open up derelict sections of the estate. Smaller users more likely to locate on greenfield estates N of the town, which are more accessible.	3
<i>Planning / Sustainability Factors</i>	Site within settlement, accessible on foot or cycle and by bus. Any new development on site would use PDL. Restrictive planning designations are present on site.	4



<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>	Vacant land managed by Onsite NE
<b>FOR EXISTING SITES ONLY</b>	
<i>Type of Existing Use (B1/B2/B8 other)</i>	B2, B8, D2, A1, B1c, and Sui Generis
<i>Existing Vacancy Levels</i>	15-20% (significant land take – former Pilsbury site)
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	Range – many of the large units are pre 1970 (much of Simpson Malt, Vacant Pilsbury site, etc), the majority 1970-1990 (Alchemia etc), some 1990-2000 (starter units W of site, Ambulance station etc).
<i>Condition of Existing Premises</i>	Range - some derelict (former Pilsbury site), many are poor (much of Simpson Malt, Silvery Tweed etc), suggest rating of 'average' overall for site.
<i>Amount of Development Land Available</i>	0.327ha (vacant land), but there are significant vacant premises (former Pilsbury site – 6,585sm)
<i>Potential for Alternative Employment Use</i>	Continue with current use. Continue role as primary B2 location for Berwick
<i>Existing Occupiers</i>	Simpson Malt, Allan Bros, Alchemia Ltd, James H Wood, Border Engines, Silvery Tweed Cereals, Maden Design (see employment land schedule for full list)

[Scoring: 5 = best, 1 = worst

<b>TOTAL SCORE:</b>	<b>25</b>
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**EXISTING EMPLOYMENT SITE****Alnwick – North Sunderland****Reference****B05****Area (ha)****2.64**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Mix of uses, mainly aimed at local market. Some B1c (Bakery, Farne Iron Craft), some Sui Generis (Bryan Gregory - Mot Garage, Sales etc), A1 (funeral Directors) and B8 (Oswald Hughes Electrical Services).	
<i>Strategic Access</i>	Poor – beyond 5km to trunk road, reached by minor country roads or B-class roads passing through residential areas. When truck road is reached junction is not grade separated. Additionally, given the wider issues regarding the mixture of dualled and single carriageway sections of the A1, and the negative impact this is perceived to have on the access to, and attractiveness of sites in the North of the County, the score is marked down.	1
<i>Local Road Access</i>	Poor – site is primarily accessed by passing through adjacent residential area, with a tight junction to site. Traffic can move north, but this is also a narrow country lane leading to a B-class road.	1
<i>Proximity to urban areas, and access to labour &amp; services</i>	Site is adjacent to settlement, but is not within 1km of district centre settlement. Site can be accessed on foot or cycle from North Sunderland and Seahouses. Bus stop within walking distance of site, although service is not frequent. No rail stops nearby.	3
<i>Compatibility of adjoining uses</i>	Residential to the S (well screened), active agricultural land on all other sides, beyond a planted perimeter. Although immediately adjacent to the settlement, the heavy landscaped northern perimeter make it feel detached. No other adjoining traffic generators. Site is not well screened from open countryside which may restrict type and scale of any future development.	3
<i>Site characteristics and development constraints</i>	Site is level throughout and is a regular shape so as to not negate the development of any of the site. Appears to lack adequate car parking and the road system was congested as a result. The public areas of the site appeared untidy and rundown, with evidence of fly tipping on site and the only entrance is adjacent to communal refuse area. Vacant land has been levelled with spur road in place. Site within Heritage Coast Zone and Coastal Area of Outstanding Natural Beauty.	3
<i>Market Attractiveness</i>	Site will not appeal to transient industry and this clear in the current occupiers. Would appeal to small scale operators catering to local	2



	market.	
<i>Planning / Sustainability Factors</i>	Site is adjacent to a settlement and can be accessed by transport means other than the private car, although bus service is infrequent. No flooding risk or restrictive planning designations on site, however site is within wider ecological/landscape areas. Expansion with site would not use agricultural land etc. Site provides avenue for local economic sustainability.	3
<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>	Application is currently under consideration to use much the remaining vacant land on the site for the maintenance of caravans for the holiday park to the E of the site	
<b>FOR EXISTING SITES ONLY</b>		
<i>Type of Existing Use (B1/B2/B8 other)</i>	B1c,Sui Generis, A1 and B8	
<i>Existing Vacancy Levels</i>	15%	
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	Suggest that most are 1900-2000	
<i>Condition of Existing Premises</i>	In general the buildings on site appear quite run down with poor communal areas. Suggest an overall 'average' rating	
<i>Amount of Development Land Available</i>	1.21	
<i>Potential for Alternative Employment Use</i>	Suggest continuation of mixture of uses.	
<i>Existing Occupiers</i>	Trotters Bakery, Farne IronCraft, Sovereign Diving, Alan Haile Funeral services, Bryan Gregory vehicle sales, MOT, etc	

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>16</b>
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# EXISTING EMPLOYMENT SITE

Wooler

Reference

B06

Area (ha)

5.09



Criteria	Comment	Score (out of 5)
Current Use	Mixed - predominately engineering (B2/B1c), garage and bus company (B8, Sui Generis).	
Strategic Access	Site is adjacent to the A697 but approx 15km to the A1 via B roads	2
Local Road Access	Access is directly onto a narrow B-road, which immediately joins the A697, but via a difficult junction. This passes through Wooler but avoids town centre and most residential areas.	2
Proximity to urban areas, and access to labour & services	No adjacent residential use, within 1 km of the town centre however no immediate bus service to site or pedestrian infrastructure.	3
Compatibility of adjoining uses	Adjoins designated employment site (B11) to the north west and open countryside to the south east. Well screened to the east. Inward views from countryside may restrict type and scale of development.	4
Site characteristics and development constraints	Linear site, with three access points, illogical layout and road network. Tidy, well landscaped good quality industrial estate. One area of archaeological interest within site.	3
Market Attractiveness	Attractive for local market, but remoteness from large settlements and strategic road network may deter transient industry.	2
Planning / Sustainability Factors	Brownfield, close to town centre but no bus route.	3
Other Comments (i.e. ownership factors, barriers to development where available)		
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	Predominately B2 use	
Existing Vacancy Levels	0	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1990-00	
Condition of Existing	Good, all appear well kept and communal areas are tidy	



<i>Premises</i>	
<i>Amount of Development Land Available</i>	0ha
<i>Potential for Alternative Employment Use</i>	Continue as intended, good B2 for local economy.
<i>Existing Occupiers</i>	M Fairington Agricultural Engineers, L J MacLaren Engineering Ltd, Glendale Engineering, G R 8 engineering.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>19</b>
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**EXISTING EMPLOYMENT SITE**
**Milfield**
**Reference**
**B07**
**Area (ha)**
**4.79**


Criteria	Comment	Score (out of 5)
<i>Current Use</i>	B8 - Chemical import/export distribution centre. South East of site is being used as a battery chicken farm.	
<i>Strategic Access</i>	Site is on the edge of the A697, which is single carriageway.	2
<i>Local Road Access</i>	Good, free of other uses onto A road (A697) with good visibility for access.	4
<i>Proximity to urban areas, and access to labour &amp; services</i>	Detached from settlement, over 5km to nearest centre, no bus service.	1
<i>Compatibility of adjoining uses</i>	Site is screened to the open countryside by a large soil bund. There is a quarry to the south of the site.	2
<i>Site characteristics and development constraints</i>	Approx 25% of the land is occupied by a large pond and undevelopable. There is very limited infrastructure in place.	2
<i>Market Attractiveness</i>	Poor, the smell from the battery chicken farm will have a negative impact on marketability. Remote location make it unattractive to employment users.	1
<i>Planning / Sustainability Factors</i>	The site is detached from any settlement and available land is brownfield.	1
<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>	Edwin Thompson 'to let' sign outside site.	
<b>FOR EXISTING SITES ONLY</b>		
<i>Type of Existing Use (B1/B2/B8 other)</i>	B8	
<i>Existing Vacancy Levels</i>	0	
<i>Age of existing Premises (pre war; 1945-1970;</i>	1970-1990 (Brozzi Ltd) Post 2000 (Battery chicken farm)	



<i>1970-90; 1990-00; post 2000)</i>	
<i>Condition of Existing Premises</i>	Good
<i>Amount of Development Land Available</i>	Employment land schedule indicates no long is available however there is potential for infill development. (see photo 5)
<i>Potential for Alternative Employment Use</i>	Potential for agricultural service/distribution use.
<i>Existing Occupiers</i>	Brozzi International Ltd

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>13</b>
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# EXISTING EMPLOYMENT SITE

## Wooperton Station Sawmills

Reference

B08

Area (ha)

5.05



Criteria	Comment	Score (out of 5)
Current Use	B2 - Sawmill	
Strategic Access	It is well over 5km to A1	1
Local Road Access	Good – site is adjoining the A697, site access is a little tight. No adjoining residential uses.	4
Proximity to urban areas, and access to labour & services	Remote site, no services or residential areas within 5km.	1
Compatibility of adjoining uses	In open countryside, site is very visible and quite intrusive on the landscape.	1
Site characteristics and development constraints	Linear site, over 3ha however intensively used and at capacity.	2
Market Attractiveness	Specialised site and premises, may appeal to same industry if vacated, otherwise would be difficult to attract investment and justify in planning terms.	1
Planning / Sustainability Factors	Open countryside site, poor sustainability - not near settlement or served by public transport.	1
Other Comments (i.e. ownership factors, barriers to development where available)	Site is very congested and appears to be overused. Site is in single ownership.	
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B2	
Existing Vacancy Levels	0	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Some buildings 1945-70, some newer buildings have been added 1990-00.	
Condition of Existing Premises	Good	
Amount of Development Land Available	0	



<i>Potential for Alternative Employment Use</i>	None
<i>Existing Occupiers</i>	A&J Scott Ltd.

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>11</b>
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**EXISTING EMPLOYMENT SITE****Norham****Reference****B09****Area (ha)****0.47**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Vacant, being used as a fly tipping site	
<i>Strategic Access</i>	Approx 10km to the A1 trunk road	1
<i>Local Road Access</i>	2km to A698. Local roads uncongested however access is via minor country roads.	1
<i>Proximity to urban areas, and access to labour &amp; services</i>	Over 10km to nearest town centre (Berwick). No public transport or pedestrian infrastructure. Just under 1km from Nor ham village which has limited services and facilities.	1
<i>Compatibility of adjoining uses</i>	In open countryside.	1
<i>Site characteristics and development constraints</i>	Wooded site, no infrastructure, site is being used for excessive fly tipping (e.g. transit van).	1
<i>Market Attractiveness</i>	Poor, small disconnected site, remediation costs would be high.	1
<i>Planning / Sustainability Factors</i>	Open countryside, site is providing a habitat, unsustainable location.	1
<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>	Site is not viable for employment use.	
<b>FOR EXISTING SITES ONLY</b>		
<i>Type of Existing Use (B1/B2/B8 other)</i>	N/A	
<i>Existing Vacancy Levels</i>	N/A	
<i>Age of existing Premises</i>	N/A	



<i>(pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	
<i>Condition of Existing Premises</i>	N/A
<i>Amount of Development Land Available</i>	0.469
<i>Potential for Alternative Employment Use</i>	Site is not viable for employment use
<i>Existing Occupiers</i>	N/A

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>7</b>
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**EMPLOYMENT ALLOCATION:****BELFORD WEST****Reference****B10****Area (ha)****1.59**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Part of site currently being developed as farm shop and country store (A1), due to open Summer 2010 (see photo 3).	
<i>Strategic Access</i>	Good strategic access - approx 0.5 km from A1. However, given the wider issues regarding the mixture of dualled and single carriageway sections of the A1, and the negative impact this is perceived to have on the access to, and attractiveness of sites in the North of the County, the score is marked down.	<b>4</b>
<i>Local Road Access</i>	Access is gained via a minor road, which immediately connects to B road. Not ideal for HGV movement, or traffic generating uses.	<b>3</b>
<i>Proximity to urban areas, and access to labour &amp; services</i>	Site is adjacent to the south eastern edge of Belford, limited public transport, approx 20km to the major towns of Berwick and Alnwick.	<b>2</b>
<i>Compatibility of adjoining uses</i>	Site is adjacent to residential area to the north and caravan park to the south	<b>2</b>
<i>Site characteristics and development constraints</i>	The site is level throughout and a regular shape, less than 3ha, the development currently under construction will only occupy approx half of the site. There is a sub station approx 150m from the site, to the south west.	<b>4</b>
<i>Market Attractiveness</i>	Near the A1 and only 1km from Belford Industrial Estate (on the eastern side of the A1) however reasonably remote and unlikely to be that attractive.	<b>2</b>
<i>Planning / Sustainability Factors</i>	Greenfield site, situated adjacent to residential. Site only really accessible via car unless coming from Belford.	<b>1</b>
<i>Other Comments (i.e. ownership factors,</i>		



<i>barriers to development where available)</i>	
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<b>FOR EXISTING SITES ONLY</b>	
<i>Type of Existing Use (B1/B2/B8 other)</i>	A1
<i>Existing Vacancy Levels</i>	N/A
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	Post 2000
<i>Condition of Existing Premises</i>	Good
<i>Amount of Development Land Available</i>	Approx 0.8ha remaining undeveloped.
<i>Potential for Alternative Employment Use</i>	Retain as intended, current development may act as a catalyst for further investment.
<i>Existing Occupiers</i>	Sunny Hill Farm

[Scoring: 5 = best, 1 = worst

<b>TOTAL SCORE:</b>	<b>18</b>
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**EXISTING EMPLOYMENT SITE****Wooler – NW of Berwick Road****Reference****B11****Area (ha)****2.06**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Grazing land	
<i>Strategic Access</i>	Site is adjacent to the A697 but approx 15km to the A1 via B roads	2
<i>Local Road Access</i>	Poor sight lines from current site access, no surrounding residential use.	3
<i>Proximity to urban areas, and access to labour &amp; services</i>	No adjacent residential use, within 1 km of the town centre however no immediate bus service to site or pedestrian infrastructure.	3
<i>Compatibility of adjoining uses</i>	Adjoins existing industrial estate (B06) and livestock mart. Open countryside to the north would require screening.	3
<i>Site characteristics and development constraints</i>	Level throughout, all land developable.	4
<i>Market Attractiveness</i>	Potential for expansion of adjacent industrial estate which has proven attractive to local users.	2
<i>Planning / Sustainability Factors</i>	Greenfield land. Adjoins large settlement and the site is clearly not active agricultural land.	3
<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>		
<b>FOR EXISTING SITES ONLY</b>		
<i>Type of Existing Use (B1/B2/B8 other)</i>	N/A	
<i>Existing Vacancy Levels</i>	N/A	
<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</i>	2.06ha	



<i>Land Available</i>	
<i>Potential for Alternative Employment Use</i>	No – retain for employment use.
<i>Existing Occupiers</i>	N/A

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>20</b>
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**EMPLOYMENT ALLOCATION:**
**BERWICK – RAMPARTS BUSINESS PARK**
**Reference**
**B12**
**Area (ha)**
**13.83**


Criteria	Comment	Score (out of 5)
<i>Current Use</i>	Mixed use business park. B1 office (although mostly vacant), light engineering, A1 – blinds, sui generis – vets, Ramparts M.O.T. centre, B2 –SWP Aluminium Engineering, B8 – Farm to Freeze.	
<i>Strategic Access</i>	Good strategic access – on the edge of the A1; however A1 not being dual carriageway in its entirety remains an issue in the North of the County.	4
<i>Local Road Access</i>	Good - access is directly of A1 via a roundabout, although the road passes a supermarket and through a residential area	4
<i>Proximity to urban areas, and access to labour &amp; services</i>	Site is situated approx 2km to the North of the town centre, on a bus route.	4
<i>Compatibility of adjoining uses</i>	Adjacent to North Road industrial estate to the south, but otherwise in open countryside, bounded by East Coast Mainline to the east.	3
<i>Site characteristics and development constraints</i>	New business park, good logical layout, regular shape, levelled and all estate roads are already constructed. There are two archaeological sites on the expansion land to the north.	5
<i>Market Attractiveness</i>	Adjacent to a well established business park, high profile location for advertising opportunities to East Coast Mainline, well located for strategic road access. Good quality accommodation offer. However there does not appear to be much demand for office accommodation due to high vacancy levels.	3
<i>Planning / Sustainability Factors</i>	No issues - planned business park, however in terms of sustainability the site is predominantly to access via car.	4
<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>		



<b>FOR EXISTING SITES ONLY</b>	
<i>Type of Existing Use (B1/B2/B8 other)</i>	B1, B8, A1, SG
<i>Existing Vacancy Levels</i>	50-60%
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	All post 2000, some under construction
<i>Condition of Existing Premises</i>	Good
<i>Amount of Development Land Available</i>	9.86m (this figure may need revising as there are a few units currently under construction)
<i>Potential for Alternative Employment Use</i>	Retain as employment site
<i>Existing Occupiers</i>	Internet Search Marketing, Ramparts Veterinary, Farm to Freeze, Ramparts MOT centre

[Scoring: 5 = best, 1 = worst

<b>TOTAL SCORE:</b>	<b>27</b>
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**EMPLOYMENT ALLOCATION:****Berwick – NW of A698 Ord Road****Reference****B13****Area (ha)****8.44**

Criteria	Comment	Score (out of 5)
Current Use	Agricultural land.	
Strategic Access	0.5km from A1 (trunk road) via unconstrained A road. Issues with A1 dualling accounted for.	4
Local Road Access	Good quality – access gained via A698 through countryside	5
Proximity to urban areas, and access to labour & services	Approx 2km to Berwick town centre, accessible by car/bus/cycle	4
Compatibility of adjoining uses	Bounded by open countryside to the north and west and bounded by the A698 to the east and south. Berwick Tweedside industrial estate (B04) is across the A698 to the southeast.	3
Site characteristics and development constraints	Regular shape site, over 3 ha, would need levelling and infrastructure, the site is entirely covered by an HSE Zone.	1
Market Attractiveness	There is little demand for this site, as it is still undeveloped.	1
Planning / Sustainability Factors	Greenfield site, well located for labour and services.	2
Other Comments (i.e. ownership factors, barriers to development where available)	Potential candidate for de-allocation	
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	None	
Existing Vacancy Levels	N/A	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	N/A	
Condition of Existing	N/A	



<i>Premises</i>	
<i>Amount of Development Land Available</i>	8.44ha
<i>Potential for Alternative Employment Use</i>	Potential candidate for de-allocation
<i>Existing Occupiers</i>	N/A

[Scoring: 5 = best, 1 = worst

<b>TOTAL SCORE:</b>	<b>20</b>
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**EMPLOYMENT ALLOCATION:**
**BERWICK – Spittal Point**
**Reference**
**B14**
**Area (ha)**
**3.89**


Criteria	Comment	Score (out of 5)
Current Use	Only, approx 25% of total area available is occupied for employment use by sui generis and B8 use classes.	
Strategic Access	Approx 3.5km to nearest strategic road (A1 trunk road) via constrained local roads	1
Local Road Access	Access is via 2.5km of A road and 1km of B road which winds through residential areas and crosses the railway line.	1
Proximity to urban areas, and access to labour & services	Site is on the edge of the town of Spittal and therefore well located in terms of services and accessibility.	4
Compatibility of adjoining uses	Adjacent to school/residential to the south and west.	1
Site characteristics and development constraints	A very run down employment site, situated on the coast, with a number of buildings in a poor state of repair .There is a grade II listed building in the western corner of the site (photo 6).The site is approx 40% covered by Flood Zone 3; there are six sites of archaeological interest. The vacant portion of the site is adjacent to Spittal conservation area which may restrict certain development types.	2
Market Attractiveness	There does not appear to be demand for this site, accessibility is constrained. The units are of poor quality, there is a unit to let (photo 6) and also 3ha of vacant land, poorly located for strategic road access.	1
Planning / Sustainability Factors	Brownfield site, over 3 ha partially at risk of flooding.	2
Other Comments (i.e. ownership factors, barriers to development where available)	This site should be considered for de-allocation.	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B8 and sui generis	
Existing Vacancy Levels	One large unit to let (photo 6)	
Age of existing	All pre 1970s	



<i>Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	
<i>Condition of Existing Premises</i>	Poor
<i>Amount of Development Land Available</i>	1.589ha
<i>Potential for Alternative Employment Use</i>	This site should be considered for alternative employment uses.
<i>Existing Occupiers</i>	Russell Holborn plumbing and heating, Forte Ices Ice Cream, The Body Shop car servicing and repairs, Go Green Biofuels.

[Scoring: 5 = best, 1 = worst

<b>TOTAL SCORE:</b>	<b>12</b>
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**EXISTING EMPLOYMENT SITE****BLYTH BEBSIDE****Reference****C01****Area (ha)****1.405**

Criteria	Comment	Score (out of 5)
Current Use	B1 and B2.	
Strategic Access	Good strategic access - the site is located close to the strategic road network, situated approximately 250m to the west of the A189, which is dualled. The A189 is accessed via a good junction.	5
Local Road Access	Good quality – access is gained directly off Front Street.	4
Proximity to urban areas, and access to labour & services	Small area of residential to the north along Front Street and a new residential development is being completed to east of the site. Approximately 3-4km from town centres of Blyth and Bedlington, however there is limited public transport.	3
Compatibility of adjoining uses	The site is immediately adjacent to a new residential area, however the current uses on the site do not appear to generate any significant levels of noise or pollution. The Tarmac facility to the southern end of the site appears to be redundant.	3
Site characteristics and development constraints	Although the site is relatively flat it is located on land forming part of a former colliery, therefore it is likely that remediation works would be needed for the redevelopment of the site. A sub station is also situated on the site. According to the Environment Agency flood mapping, the site is not located within an area at risk from flooding.	3
Market Attractiveness	The existing buildings on the site are considered to be poor quality. This, coupled with the location of the residential development to the east and potential remediation difficulties, significantly reduces the market attractiveness of the site.	1
Planning / Sustainability Factors	The site is allocated on Policy W1 of the Blyth Valley District Local Plan for general and local employment and business park uses. According to the policy, Use Classes B1, B2 and B8 are favoured for the site. The site is located on the edge of Blyth to the west of the A189 so is not well connected to the town centre. Public transport is limited, resulting in a higher reliance upon car use.	3
Other Comments (i.e. ownership factors, barriers to development where available)	Within the site access is restricted due to poor quality road treatment and pot holes. The site appears untidy as a result of unsightly external storage and fly tipping.	



<b>FOR EXISTING SITES ONLY</b>	
Type of Existing Use (B1/B2/B8 other)	Roofer / scaffolder, photography studio, Sanderson Transport and Former Tarmac Plant.
Existing Vacancy Levels	Apart from the vacant Tarmac Plant the remaining 3 units on the site are fully occupied.
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre 1970.
Condition of Existing Premises	All of the existing buildings are in a relatively poor condition.
Amount of Development Land Available	The site is currently fully occupied and there is no available land for development.
Potential for Alternative Employment Use	Managed contraction of the estate by decanting uses to vacant units / sites elsewhere with a possible aspiration to develop for housing.
Existing Occupiers	Renvac (roofing/scaffolding), Halo (photography).

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>22</b>
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**EXISTING EMPLOYMENT SITE****BLYTH RIVERSIDE PARK (COWLEY ROAD)****Reference****C02****Area (ha)****20.218**

Criteria	Comment	Score (out of 5)
Current Use	Industrial estate - workshops and builders merchants and other larger factories.	
Strategic Access	More than 2k from strat roads, reasonable, no on street parking in residential.	3
Local Road Access	See C16 - same but site has actually access.	3
Proximity to urban areas, and access to labour & services	Near to residential area - good bus service from Cowley Road.	4
Compatibility of adjoining uses	Large industrial area - river to one side. Residential across road but well established industrial area.	4
Site characteristics and development constraints	Flood Zone? Well established industrial estate - large, regular, well serviced.	5
Market Attractiveness	Older established industrial estate with reasonable road links and close to Tyne and Wear and Blyth Town Centre.	3
Planning / Sustainability Factors	Close to residential - Cowley Road served by buses allocated employment site.	4
Other Comments (i.e. ownership factors, barriers to development where available)		
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B2 and trade uses - plumbing centre, builders merchants etc. some retail - carpet sale etc.	
Existing Vacancy Levels	30% vacant units, as well as vacant infill site.	



<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	Varies from 1970 - 1990's Mainly 70/80s.
<i>Condition of Existing Premises</i>	Average.
<i>Amount of Development Land Available</i>	Approx 10%.
<i>Potential for Alternative Employment Use</i>	Limited - well established industrial estate - some diversification already.
<i>Existing Occupiers</i>	Howden Joinery, James Burrell Builders Merchants, Jewson Ltd.

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>27</b>
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**EXISTING EMPLOYMENT SITE****BLYTH RIVERSIDE PARK (CONISTON ROAD)****Reference Area (ha)****C03****46.954**

Criteria	Comment	Score (out of 5)
Current Use	B1(c) and B2.	
Strategic Access	1 mile from A189 and served by good link road,	4
Local Road Access	Good local access to A189 but issues regarding congestion.	3
Proximity to urban areas, and access to labour & services	Close to significant residential area and there are several bus routes on Cowley Road.	4
Compatibility of adjoining uses	Some residential development at the front of estate but the industrial uses are well screened, well established and within a self contained estate.	4
Site characteristics and development constraints	Available sites are between 0.5 - 1acre max. They are regular in shape but some do slope. 20% of the site is located within Flood Zone 2.	3
Market Attractiveness	Lot of functionally obsolete buildings and B2 units, gypsies on vacant site. Lots of vacant stock however, it is near to a trunk road and has good proximity to Tyne & Wear.	3
Planning / Sustainability Factors	Part of the site is identified in the Council's SHLAA and there are 2 potential sites of archaeological interest within the site. There are also some concerns relating to the access.	3
Other Comments (i.e. ownership factors, barriers to development where available)	Confusing site, layout difficult to orientate.	
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B1(c), B2 and some B8. Mix of large established and small local firms.	
Existing Vacancy Levels	Large units Dewhurst and Fergusons appear to be vacant.	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mix of 1970's onwards.	
Condition of Existing Premises	Mix, and functionally is limited to fit for purpose modern units.	
Amount of Development Land Available	Approx 5% but few very large empty sites. Dewhurst etc. - possible candidate for redevelopment?	
Potential for Alternative Employment Use	Limited - established estate. Scope to subdivide some of large sites although issue regarding finance for such intervention?	
Existing Occupiers	Drager, Burberry no of small local firms.	

[Scoring: 5 = best, 1 = worst]

**TOTAL SCORE:****24**



# EXISTING EMPLOYMENT SITE

## BLYTH HARBOUR SOUTH

Reference Area (ha)

C04

46.850



Criteria	Comment	Score (out of 5)
Current Use	Mix.	
Strategic Access	Good access to south on access roads, more than 2km. Access to northern site difficult for large lorries through town.	3
Local Road Access	Poor to north - congested. Reasonable access to south via residential but wide.	3
Proximity to urban areas, and access to labour & services	Near town centre, surrounding area served by bus routes.	4
Compatibility of adjoining uses	Small amount of residential to south, residential to north but well defined employment area sites to south near Eddie Ferguson.	3
Site characteristics and development constraints	Large, regular sites, no topography issues however the site is located within Flood Zone 2.	5
Market Attractiveness	Very little private sector investment (public support) proximity to Tyneside. Reasonable road network.	3
Planning / Sustainability Factors	Sustainability is good as the site is located close to town centre and public transport. Some of the plots within the site have been identified in the SHLAA as housing sites, and there are several sites of archaeological interest identified across the site.	3
Other Comments (i.e. ownership factors, barriers to development where available)	Mitsubishi Power Systems has expressed an interest in part of the northern area of the site. The Government is working with Mitsubishi PS and is intending to provide grants to support the project.	
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B1, B2, B8 external storage.	
Existing Vacancy Levels	No of available sites, high vacant in small business units (but only 5 small units).	
Age of existing Premises (pre war; 1945-1970;	Mix - pre 1970s onwards.	



1970-90; 1990-00; post 2000)	
Condition of Existing Premises	Mix - good new office - Narec etc. Some poorer quality B2 / B8 but doesn't look as if it not fit for purpose - with exception of vacant / derelict? Garage.
Amount of Development Land Available	
Potential for Alternative Employment Use	Potential for niche uses such as renewables. Siemens have expressed a potential interest and Mitsubishi Power Systems is also looking for sites in Blyth.
Existing Occupiers	Narec and Port of Blyth are the major players.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>24</b>
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**EXISTING EMPLOYMENT SITE****CROFTON MILL****Reference****C05****Area (ha)****2.167**

Criteria	Comment	Score (out of 5)
Current Use	Primarily vacant, brownfield land, with some garage units to the south east.	
Strategic Access	The site is located more than 2km from a strategic road (A189) and access from the A189 is taken via a high density residential area where road width is heavily restricted by on street parking.	2
Local Road Access	Access is directly off Plessey Road, however this is a well used local road leading to the town centre which is heavily restricted by on street parking, which results in congestion at peak times.	1
Proximity to urban areas, and access to labour & services	The site is located within an established residential area and is close (less than 1km) to Blyth town centre. A number of bus stops are located close to the site along Plessey Street offering services within Blyth and to surrounding settlements.	5
Compatibility of adjoining uses	The site is located within a high density residential area. This could restrict activity if the site was redeveloped for employment uses.	2
Site characteristics and development constraints	Site is less than 3ha and very uneven and irregular in shape. Although the site has been cleared there will still be a need for site remediation to address the effects of the former industrial use of the site. According to the Environment Agency's flood maps the site is located within Flood Zone 3	2
Market Attractiveness	There is little evidence of demand for the site for employment uses as it has remained vacant for a long time. It is located within an established residential area and as such is not a prominent site.	1
Planning / Sustainability Factors	Permission has previously been granted for 80 residential units on the site (08/00168/OUT). This application is close to expiring. An application for variation of conditions has also been made (10/S/00117/VARYCO). The site represents Brownfield land and is close to town centre.	2
Other Comments (i.e. ownership factors, barriers to development where available)	There are a number of units in the south eastern corner of the site which appear to be occupied despite their poor condition.	
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	Phoenix Fireplaces (sales rather than production) and garages.	
Existing Vacancy Levels	1 of 4 units vacant (25%).	
Age of existing Premises (pre war; 1945-1970;	Largely pre 1970's (some circa 1970).	



1970-90; 1990-00; post 2000)	
Condition of Existing Premises	Poor.
Amount of Development Land Available	90 / 95%.
Potential for Alternative Employment Use	Limited given market attractiveness and proximity to residential.
Existing Occupiers	Garages and Phoenix Fireplaces.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>15</b>
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**EXISTING EMPLOYMENT SITE****New Deval****Reference****C6****Area (ha)****0.1**

Criteria	Comment	Score (out of 5)
Current Use	Currently used for business starter units	
Strategic Access	Approx 3km from A189, via largely unconstrained roads. However, on approaching the site you need to travel through residential areas.	<b>3</b>
Local Road Access	Local roads consist of residential roads that could become congested at peak times.	<b>2</b>
Proximity to urban areas, and access to labour & services	Situated within Newsham for some labour and services. However, the site is approximately 2.5km from Blyth for more comprehensive services and labour.	<b>4</b>
Compatibility of adjoining uses	The site is boarded by a school to the north, a golf course to the west and residential properties to the south and east.	<b>1</b>
Site characteristics and development constraints	This is a level site of regular shape; however, it is very small and constrained by its surroundings.	<b>2</b>
Market Attractiveness	Small site with potentially incompatible neighbouring uses. Small converted older units serving small local businesses.	<b>1</b>
Planning / Sustainability Factors	This is a Brownfield site, within the settlement boundary and is accessible via public transport. However, not as regularly as sites in key settlements.	<b>4</b>
Other Comments (i.e. ownership factors, barriers to development where available)	Site board providing vacancy into out of date 'hard to keep track of comings and goings' according to current occupier.	
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B1, B2, A1	
Existing Vacancy Levels	Approx 20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1945-1970	



<i>Condition of Existing Premises</i>	Average
<i>Amount of Development Land Available</i>	None
<i>Potential for Alternative Employment Use</i>	There are already starter units on site, there could be potential for office development in this location.
<i>Existing Occupiers</i>	Off road Moto, Express Printing and Design

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>17</b>
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**EXISTING EMPLOYMENT SITE**  
**CRAMLINGTON BASSINGTON**

**Reference Area (ha)**  
**C07 66.890**



Criteria	Comment	Score (out of 5)
Current Use	B1(c), B2 and B8.	
Strategic Access	Relatively close to A1 and A19 and accessed via good roads.	4
Local Road Access	Good access – good roads with no difficult junctions. No residential area passed through.	5
Proximity to urban areas, and access to labour & services	Close to Cramlington with good pedestrian access. Good but connection and near train station.	5
Compatibility of adjoining uses	Fine. Planned industrial estate with adjacent roads and landscaping acting as buffer to residential.	5
Site characteristics and development constraints	Sites of reasonable size and shape although some vacant.	4
Market Attractiveness	Sites have change in level. Very good sites for industrial in Northumberland - very well occupied, Cramlington viewed as cost effective alternative to Tyne & Wear.	4
Planning / Sustainability Factors	Detached from residential and allocated industrial site - few likely objections to further development.	4
Other Comments (i.e. ownership factors, barriers to development where available)	Lot of ecology on site may cause problems for development. Planned industrial area - well serviced.	
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B1(c), B2 and B8.	
Existing Vacancy Levels	Approx 5%.	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970 - 80's.	
Condition of Existing Premises	Average.	
Amount of Development Land Available	10% approx.	
Potential for Alternative Employment Use	Established industrial estate with some diversification into non B use class employment likely to be resulting in planning ..... a best industrial in county.	
Existing Occupiers	Miller.	



[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:	33
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**EXISTING EMPLOYMENT SITE****East Cramlington****Reference****C8****Area (ha)****2.4**

Criteria	Comment	Score (out of 5)
Current Use	Currently in use for starter units i.e. garages, coachworks and J. Hughes skips. There are also construction suppliers on site.	
Strategic Access	Within 1km of the A189, accessed via unconstrained roads. However, it requires traffic to pass through residential East Cramlington.	4
Local Road Access	The local roads are relatively unconstrained; however, traffic is required to pass through East Cramlington or Seaton Delaval.	2
Proximity to urban areas, and access to labour & services	The site is within 2km of Cramlington for a wide range of main services and residential neighbourhoods. However, the busy nature of these roads rules out pedestrian links to these areas. A bus or car would be required.	3
Compatibility of adjoining uses	There are no incompatible surrounding uses, although residential uses are located beyond the site further north.	4
Site characteristics and development constraints	This is a flat, regularly shaped site. However, it is under 3ha in size and two areas of archaeological interest are located on site. It is also understood that there are infrastructure constraints at the site.	2
Market Attractiveness	Not as well located or popular as the main Cramlington Industrial Estate.	2
Planning / Sustainability Factors	This Brownfield site is located within the settlement boundary for East Cramlington. However, it seems to be located away from a regular bus service.	3
Other Comments (i.e. ownership factors, barriers to development where available)	It appears that development is taking place on the northern portion of the site. Possibly for a recycling centre.	
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B1 (vacant), B1c, B8.	



<i>Existing Vacancy Levels</i>	40% approx.
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	Mixed 1945 - 70, post 2000.
<i>Condition of Existing Premises</i>	Some in poor condition, newer build good, average on the whole.
<i>Amount of Development Land Available</i>	Over 50% - if areas used for rubbish / storage were re-used otherwise 0%.
<i>Potential for Alternative Employment Use</i>	Some starter units are already vacant, however there is space used for storage which could clearly be intensified.
<i>Existing Occupiers</i>	Nelsons Coachworks, Seghill Construction, J. Hughes Ships.

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>20</b>
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**EXISTING EMPLOYMENT SITE****Northumberland Business Park****Reference Area (ha)****C10****33.22ha**

Criteria	Comment	Score (out of 5)
Current Use	B1, B1 (c) B2 and sui generis and B8	
Strategic Access	Close to A19 and A1, straight off dual carriageway	5
Local Road Access	Straight onto good intake roads from dual carriageway	5
Proximity to urban areas, and access to labour & services	Very close to Cramlington town centre and within commuting distance of T&W, however pedestrian access is limited	4
Compatibility of adjoining uses	It is an established industrial estate/business park, with some residential development nearby. The residential development is separated and well screened	5
Site characteristics and development constraints	The site is well serviced and access is good. There is still land available for development that the areas remaining are large and regular in shape.	5
Market Attractiveness	Most attractive to office development in Northumberland in market terms however it does have to compete with North Tyneside Enterprise Zone sites will and Newcastle Great Park.	5
Planning / Sustainability Factors	20% of the site lies within Flood Zone 2 and 10% Is located within Flood Zone 3. The site is also contains a site of archaeological interest. The site is an existing Business Park with expansion land to the south.	4
Other Comments (i.e. ownership factors, barriers to development where available)	Some sites coming forward for uses other than those intended – veterinary hospital on site and a family pub is currently proposed.	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	Veterinary Hospital and car showroom B1, B2, B8 Sui Generis	
Existing Vacancy Levels	TBC – Paul to double check following discussions with Gladman. Apex reasonably well occupied.	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	(10-15%) Gladman scheme less so. No vacant units in B2/B8 stock 1980 onwards (mainly post 2000)	
Condition of Existing Premises	Mainly very good	
Amount of Development Land Available	Approx 40%	
Potential for Alternative Employment Use	Retain as key employment location (although some diversification – vets, car showrooms, pub etc)	
Existing Occupiers	Tommee Tippee, Skoda dealership, Fergusons, Renown Engineering	



[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>33</b>
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## EXISTING EMPLOYMENT SITE

**Cramlington Windmill**

Reference Area (ha)

**C11**

**63.28ha**



Criteria	Comment	Score (out of 5)
Current Use	2 x large pharmaceutical factories and expansion land	
Strategic Access	Good access – close to A19 – immediately dual carriageway	4
Local Road Access	Good – straight off dual carriageway to sites via good private road	5
Proximity to urban areas, and access to labour & services	Reasonable proximity to town centre but poor pedestrian access	3
Compatibility of adjoining uses	Remote sites with no incompatible land uses	5
Site characteristics and development constraints	Fine for expansion land – large flat sites. No obvious constraints	5
Market Attractiveness	Very specialised therefore limited interest in buildings if became vacant. In general terms, land in Cramlington relatively attractive	4
Planning / Sustainability Factors	Expansion land is Greenfield, edge of settlement. The site is located within Flood Zone 1 however it does fall within a HSE Zone.	3
Other Comments (i.e. ownership factors, barriers to development where available)	The land available would potentially only be suitable as expansion land for the existing pharmaceutical occupiers.	
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	Pharmaceuticals	
Existing Vacancy Levels	Zero. 2 occupied units (large)	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1980s	
Condition of Existing Premises	Good	
Amount of Development Land Available	50% saved for expansion = 0%	
Potential for Alternative Employment Use	Good for niche use	
Existing Occupiers	Pharmaceuticals MSO – 2 of biggest employers in County Aesica	



[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>29</b>
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**EXISTING EMPLOYMENT SITE****Seaton Delaval – Double Row****Reference****C12****Area (ha)****11.6**

Criteria	Comment	Score (out of 5)
Current Use	The site is used mainly for general industry, distribution, storage and some retail.	
Strategic Access	2.5 km from the A189 accessed via free moving roads, however, there are some small/tight roundabouts approaching the site which may be more difficult for HGVs.	4
Local Road Access	The local roads are free moving, however, there are tight roundabouts may be difficult for HGV's.	4
Proximity to urban areas, and access to labour & services	Within 1km of Seaton Deleval for some services and residential areas. However, the site is approximately 3.5km from Cramlington for more comprehensive services.	3
Compatibility of adjoining uses	For most of the site there are no incompatible uses, however, there are residential properties close to the south west of the site adjacent to B8 uses.	3
Site characteristics and development constraints	This is a large (over 3ha), generally level site. However, there are three sites of archaeological interest on the site which may constrain development in addition to residential properties to the south west.	3
Market Attractiveness	Mixed use site generally older buildings serving mainly local users. A large area given over to caravans.	2
Planning / Sustainability Factors	This is a Brownfield site, adjacent to the settlement boundary and accessible via public transport. However, not as regularly as the sites in main towns	4
Other Comments (i.e. ownership factors, barriers to development where available)	This site has been subject to 2 representations made to the SHLAA.	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B1c, B8, Retail	
Existing Vacancy Levels	15% (provided inter-freight downstairs is vacant, otherwise closer for 10%)	
Age of existing Premises (pre war: 1945-1970;	Pre war, 1945-1970	



1970-90; 1990-00; post 2000)	
Condition of Existing Premises	Average
Amount of Development Land Available	Under 10%
Potential for Alternative Employment Use	None
Existing Occupiers	Dallas Carpets, Hartleys Caravans, Delcor Furniture

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>23</b>
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**EXISTING EMPLOYMENT SITE****Seaton Delaval - Avenue Road****Reference****C13****Area (ha)****10.3**

Criteria	Comment	Score (out of 5)
Current Use	The site is currently in use by Proctor and Gamble for research and development and distribution purposes.	
Strategic Access	The site is approximately 3km from the A19 and the site must be accessed via the centre of Seghill or Seaton Delaval which includes residential areas.	2
Local Road Access	The site is accessed via a main road which runs through Seghill and Seaton Delaval, this could be come congested during peak times.	3
Proximity to urban areas, and access to labour & services	The site is within 1km of Seaton Delaval for residential areas and some services. However, the site is approximately 6km from Cramlington for more comprehensive services and would require a bus journey or a car to reach it.	3
Compatibility of adjoining uses	The site is bounded by residential properties and a high school and there appear to be B2 and B8 uses on site.	1
Site characteristics and development constraints	This is a large, level site of regular shape. However, the site is not only constrained by residential neighbours and the high school but there is also a HSE consultation zone covering 220 metres of the site and two sites of archaeological interest located on site.	2
Market Attractiveness	Regular shaped, good sized site near Tyneside. Proximity to residential properties has a negative impact upon marketability.	2
Planning / Sustainability Factors	This predominantly Brownfield site is located within the settlement boundary. However it is likely that it isn't as accessible as regularly by public transport as the main towns.	4
Other Comments (i.e. ownership factors, barriers to development where available)	The site is used solely by Proctor and Gamble. There was heavy security preventing everyday access to the site without prior appointment.	
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B1, B2 and B8.	
Existing Vacancy Levels	None.	



Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970 - 1990.
Condition of Existing Premises	Good.
Amount of Development Land Available	Approx 25% (green space to rear).
Potential for Alternative Employment Use	
Existing Occupiers	Proctor and Gamble.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>17</b>
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**EXISTING EMPLOYMENT SITE****SEGHILL****Reference****C15****Area (ha)****4.6**

Criteria	Comment	Score (out of 5)
Current Use	Currently used by Hastings Civil Engineering and for starter units within Durken Industrial Park.	
Strategic Access	Within 2.5km of the A19, however the site must be accessed via residential roads.	3
Local Road Access	The site must be accessed via residential roads through Seghill which could also become congested at peak times.	3
Proximity to urban areas, and access to labour & services	The site is within 1km of Seghill for basic services and some residential areas. However, the site is approximately 2/3km from Cramlington and would require a bus or car to reach these areas.	3
Compatibility of adjoining uses	There are no constraints to the north, east and south, however there is a residential area to the immediate west. Durken business Park is home to both general industry and retail outlets.	2
Site characteristics and development constraints	The developed part of the site is flat, regularly shaped and over 3ha in size. However the open space to the north is sloping and sections of the open space to the east has been subject to tree planting. The adjacent residential properties could provide a potential constraint to future uses or development and the site is also identified as an area of archaeological interest.	3
Market Attractiveness	Near A19 and Tyneside area. Uses likely to be restricted due to local roads and nearby residential.	2
Planning / Sustainability Factors	The site is a mix of Brownfield and Greenfield land, adjacent to the settlement boundary of Seghill. Although the site will be accessible via public transport it will not be accessed as easily or regularly as the main towns.	3
Other Comments (i.e. ownership factors, barriers to development where available)	A portion of this site is also included within the SHLAA for potential residential development, it appears that development is taking place at the school adjacent to the site for employment purposes and possibly some residential development.	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	A1 Outlet units B2, B1.	
Existing Vacancy Levels	10 - 15%.	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post	1970 - 1990.	



2000)	
<i>Condition of Existing Premises</i>	Average.
<i>Amount of Development Land Available</i>	Over 50% provided the larger area doesn't have planning permission for residential development, this site also seems to have had some tree planting. Otherwise under 10%
<i>Potential for Alternative Employment Use</i>	Further office uses to compliment Hastings.
<i>Existing Occupiers</i>	Hastings Civil Engineers, The Ultimate Window Company.

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>19</b>
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**EMPLOYMENT ALLOCATION****Blyth Bates****Reference Area (ha)****C16****23.280ha**

Criteria	Comment	Score (out of 5)
Current Use	Currently vacant site which was a former colliery site. The site is currently being remediated.	
Strategic Access	More than 2km. Access to the site is via reasonable roads but there are longstanding issues regarding congestion in this area.	3
Local Road Access	Via Cawley Road however congestion is an issues. Access to site itself is currently small and restricted.	2
Proximity to urban areas, and access to labour & services	Good. The site is locates near to alarge residential area to the south and is well served by buses services operating along Cawley Road	4
Compatibility of adjoining uses	The site is adjacent to industrial uses, although it is located near to a large residential area to the south.	3
Site characteristics and development constraints	30% of the site is located within Flood Zone 2 and 10% within Flood Zone 3. Major remediation works would be needed and an improved access. The site is however large and relatively level.	3
Market Attractiveness	Not prominent sites and there is a lot of remediation work required to bring the site in to use which would be expensive.	2
Planning / Sustainability Factors	The site has been identified in the Council's SHLAA and is the subject of a SPD (August 2008) which includes a masterplan for site, showing residential development. It is understood that an outline application for residential development has been submitted.	3
Other Comments (i.e. ownership factors, barriers to development where available)		

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>20</b>
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**EXISTING EMPLOYMENT SITE****Cramlington North Nelson****Reference Area (ha)****C17****39.799ha**

Criteria	Comment	Score (out of 5)
Current Use	B1 (c), B2, B8	
Strategic Access	Site is located between the A1, A19 and A189 and is less than 5km from all three, with access via dual carriageway	4
Local Road Access	Good – access is gained via the dual carriageway (A192).	5
Proximity to urban areas, and access to labour & services	Relatively far from town centre but there is some bus access. Pedestrian access is limited.	3
Compatibility of adjoining uses	No incompatible use apart from a small amount of residential separated by dual carriageway	5
Site characteristics and development constraints	No obvious constraints and there is an established estate opposite site. The site is in a prominent location however, the remaining land comprises a long thin site with some trees.	4
Market Attractiveness	Less prominent than Nelson Park West to the south (C18) however there is limited number of vacancies and evidence of recent development on the estate.	4
Planning / Sustainability Factors	There are no real issues relating to the use of the site for employment in terms of planning. Although the estate is detached from the town centre, the site is relatively well served by public transport. The estate is however within a HSE Zone and contains three sites of archaeological interest.	3
Other Comments (i.e. ownership factors, barriers to development where available)		
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B1 (c), B2, B8 – It comprises a mixture of older established larger factory units and smaller infill workshop units	
Existing Vacancy Levels	15-20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970-2000s	
Condition of Existing Premises	Average to good	
Amount of Development Land Available	Less than 5%	
Potential for Alternative Employment Use	Limited as it is a functioning industrial estate. The Admiral units have been sub divided although appears little further scope for such activity	
Existing Occupiers	GE Oil and Gas, which is a major employer in the area.	

[Scoring: 5 = best, 1 = worst]

**TOTAL SCORE:****28**



**EXISTING EMPLOYMENT SITE****Cramlington Nelson Park West****Reference****C18****Area (ha)****26.802ha**

Criteria	Comment	Score (out of 5)
Current Use	B1(c), B2, B8	
Strategic Access	Site is located between the A1, A19 and A189 and is less than 5km from all three, with access via dual carriageway	4
Local Road Access	Good – access is gained via the dual carriageway (A192).	5
Proximity to urban areas, and access to labour & services	Relatively far from town centre but there is some bus access. Pedestrian access is limited.	3
Compatibility of adjoining uses	Established employment area with no incompatible neighbouring uses	5
Site characteristics and development constraints	Good, most of the development sites have road infrastructure and are generally level. The estate is well established and well serviced. The site is located within Flood Zone 1.	4
Market Attractiveness	There is a large amount of new development on the site which appears to be well occupied. The site is very well located for key roads.	5
Planning / Sustainability Factors	There are no real issues relating to the use of the site for employment in terms of planning. Although detached from the town centre, the site is relatively well served by public transport. There are however 4 potential sites of archaeological interest within the site.	3
Other Comments (i.e. ownership factors, barriers to development where available)		
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B1(c), B2, B8	
Existing Vacancy Levels	Approximately 15% - this includes one large site (Jay Care) which skews vacancy up to 15%.	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mixture of 1970-1990s, with some newer development (2000 onwards)	
Condition of Existing Premises	Good – some recent development on the site and the majority of premises are well maintained.	
Amount of Development	30%	



<i>Land Available</i>	
<i>Potential for Alternative Employment Use</i>	Retain as employment site
<i>Existing Occupiers</i>	Orion, CEF and AFM Europe

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>29</b>
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## EXISTING EMPLOYMENT SITE

**Cramlington Nelson Park**

**Reference Area (ha)**

**C19**

**30.572ha**



Criteria	Comment	Score (out of 5)
Current Use	B1 (c), B2, B8	
Strategic Access	Site is located between the A1, A19 and A189 and is less than 5km from all three, with access via dual carriageway	4
Local Road Access	Good – access is gained via the dual carriageway (A192).	5
Proximity to urban areas, and access to labour & services	Relatively far from town centre but there is some bus access. Pedestrian access is limited.	3
Compatibility of adjoining uses	Surrounded by industrial uses.	5
Site characteristics and development constraints	No obvious constraints and the estate is almost fully developed out.	5
Market Attractiveness	Some evidence of recent activity. The majority of units are let, although there are some vacancies particularly in the workshop developments. There area range of developments including some which are quite recent	4
Planning / Sustainability Factors	There are no real issues relating to the use of the site for employment in terms of planning. Although detached from the town centre, the site is relatively well served by public transport.	4
Other Comments (i.e. ownership factors, barriers to development where available)		
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B1 (c), B2, B8	
Existing Vacancy Levels	15% although it is higher in Moorland Way	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mainly 1980-2000	
Condition of Existing Premises	Good overall with some tired units on Colborn Crescent	
Amount of Development Land Available	Some expansion potential but not much development land available.	
Potential for Alternative	None – established site.	



<i>Employment Use</i>	
<i>Existing Occupiers</i>	Mailing House, Paragon, Browns 2000

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>30</b>
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## EXISTING EMPLOYMENT SITE

**Cramlington Crosland Park**

**Reference Area (ha)**

**C20**

**8.350ha**



Criteria	Comment	Score (out of 5)
Current Use	Small offices and d units B2	
Strategic Access	Good access A19 and A1	4
Local Road Access	Good – access is gained via the dual carriageway (A192).	5
Proximity to urban areas, and access to labour & services	Relatively far from town centre but there is some bus access. Pedestrian access is limited.	3
Compatibility of adjoining uses	Residential across the dual carriageway. No incompatible uses nearby as it is an established industrial estate	5
Site characteristics and development constraints	Established, serviced estate with no obvious constraints. The estate is located within Flood Zone 1. One of the available plots of land has a gently sloping topography	4
Market Attractiveness	The two phases of Enterprise Court are well let and the other two factories are occupied leaving a development site of just under 3 hectares.	4
Planning / Sustainability Factors	There are no real issues relating to the use of the site for employment in terms of planning. Although the estate is detached from the town centre, the site is relatively well served by public transport.	3
Other Comments (i.e. ownership factors, barriers to development where available)		
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	Small office/r&d units and B2	
Existing Vacancy Levels	5%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1980s onwards	
Condition of Existing Premises	Average	
Amount of Development Land Available	50%	
Potential for Alternative Employment Use	None – established site. No obvious niche potential	



Existing Occupiers	
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[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:	28
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## EXISTING EMPLOYMENT SITE

**Cramlington Nelson Park East**

**Reference Area (ha)**

**C21**

**11.848ha**



Criteria	Comment	Score (out of 5)
Current Use	B2 – 3 large factories	
Strategic Access	Good access A19 and A1	4
Local Road Access	Good – access is gained via the dual carriageway (A192).	5
Proximity to urban areas, and access to labour & services	Relatively far from town centre but there is some bus access. Pedestrian access is limited.	3
Compatibility of adjoining uses	Residential across the dual carriageway. No incompatible uses nearby as it is an established industrial estate	5
Site characteristics and development constraints	No land other than expansion for Avery Dennison. Avery Dennison would need remediating if redeveloped. Expansion land large, regular and flat	4
Market Attractiveness	No vacancies, recent development of 2 factories	4
Planning / Sustainability Factors	There are no real issues relating to the use of the site for employment in terms of planning. Although the estate is detached from the town centre, the site is relatively well served by public transport.	3
Other Comments (i.e. ownership factors, barriers to development where available)	See site characteristics – expansion and Avery Dennison	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B2	
Existing Vacancy Levels	0%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	One unit 1970s 2 units 1990-2000	
Condition of Existing Premises	Good	
Amount of Development Land Available	0 (other than Avery Dennison expansion)	
Potential for Alternative Employment Use	None – established site. No obvious niche potential	
Existing Occupiers	Avery Dennison	



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[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:	28
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**EXISTING EMPLOYMENT SITE****Cramlington South Nelson****Reference Area (ha)****C22****15.716ha**

Criteria	Comment	Score (out of 5)
Current Use	B1(c), B2 and limited B8	
Strategic Access	Relatively close to A1 and A19 and accessed via good roads.	4
Local Road Access	Good access - good roads with no difficult junctions. No residential area to be passed through.	5
Proximity to urban areas, and access to labour & services	Physically close to town centre and train station but pedestrian links are poor and there are limited buses	3
Compatibility of adjoining uses	Self contained industrial estate some residential close to the far corner	4
Site characteristics and development constraints	Issues regarding topography, undulating land, need to cut and infill to level out the site. It is an established, well serviced industrial estate. It is located within Flood Zone 1.	3
Market Attractiveness	Quite a high percentage of units available of a variety of ages and qualities	3
Planning / Sustainability Factors	Not well served by public transport, detached from pedestrian routes and transport hubs.	3
Other Comments (i.e. ownership factors, barriers to development where available)	Two of the sites are marked as 'not developable' on the Employment Land Schedule. The land immediately east of the road hammerhead is owned by the 'Coalfield Welfare Organisation' who use the land as a community football pitch so unless the pitch is relocated the rest of the Plot C, which is council owned land cannot be accessed. Viability studies have been done to assess whether the land could be accessed from the east, but these have shown that this is unworkable. Plot C used to be a sewage treatment works and the land underwent remediation work, but it is suspected that further work would need to be done to allow any development. Site A is also owned by the Coalfield Welfare Organisation and as the land has a footpath crossing it, development has been resisted.	
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B1 (c), B2 very limited B8	
Existing Vacancy Levels	25% approx	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mixed 1970-90s	
Condition of Existing Premises	Average	
Amount of Development Land Available	5-10% (excluding Plots A&C) 15% (including Plots A&C)	
Potential for Alternative	Limited, could promote small units not requiring frontage	



<i>Employment Use</i>	
<i>Existing Occupiers</i>	Number of vehicles repair type uses. Advanced Engineering, Miller UK, Victory Signs

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>25</b>
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## EMPLOYMENT ALLOCATION

**South West Sector off Fisher Lane**

**Reference Area (ha)**

**C23**

**22.314ha**

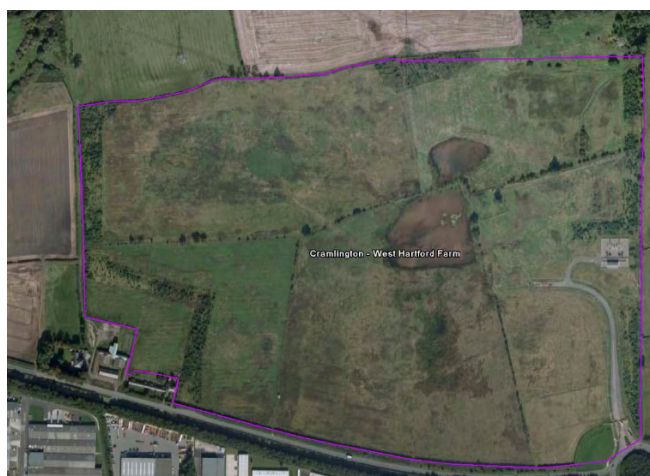


Criteria	Comment	Score (out of 5)
Current Use	Arable Fields	
Strategic Access	Just off A19 and A1 via unconstrained road	5
Local Road Access	Good road with no major congestion (traffic light controls)	4
Proximity to urban areas, and access to labour & services	Over 5km from local centre and limited bus routes etc	1
Compatibility of adjoining uses	Adjoining roads are 5551. No other adjoining uses	2
Site characteristics and development constraints	22.3ha large flat site. No access to site and pylons on site	2
Market Attractiveness	Low – better alternatives i.e. large available sites on serviced, established office parks and industrial estates.	2
Planning / Sustainability Factors	Detached from settlement, Greenfield site. Adjacent to SSSI	1
Other Comments (i.e. ownership factors, barriers to development where available)	Potential plans for significant residential which would improve access to labour and services. Residential would also restrict scope for employment development.	

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>17</b>
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**EMPLOYMENT ALLOCATION****Cramlington West Hartford****Reference Area (ha)****C24****53.164ha**

Criteria	Comment	Score (out of 5)
Current Use	Greenfield – Fire Station and HQ under development	
Strategic Access	Close to strategic network and good link roads	5
Local Road Access	No congestion good quality roads No internal roads at present	4
Proximity to urban areas, and access to labour & services	Close to Cramlington, poor public transport and pedestrian access at present	4
Compatibility of adjoining uses	Some limited residential at Hartford Farm but this could be screened	4
Site characteristics and development constraints	50+ ha, flat, regular site. Only one access at present to ¼ site at although some preparation undertaken further into site. Some ecology constraints including Newts	4
Market Attractiveness	Well located site with good road access. It has the ability to provide large development sites of 25 acres and means that in a better market it may well be attractive to occupiers and developers as it provides something which is not available elsewhere in the county.	4
Planning / Sustainability Factors	This site represents a Greenfield sites outside of a settlement and contains 2 sites of archaeological interest. The site was identified in the former RSS as a key employment location, which should be planned for through the LDF process, however the RSS has now been abolished. The site is disconnect from any local centres and public transport is poor.	3
Other Comments (i.e. ownership factors, barriers to development where available)	Scope to improve bus service due to good road links if site developed	

[Scoring: 5 = best, 1 = worst]

**TOTAL SCORE:****28**



**EXISTING EMPLOYMENT SITE****Hadston****Reference****D01****Area (ha)****4.8**

Criteria	Comment	Score (out of 5)
Current Use	Currently in use for business starter units and Stellex Ltd, mainly vacant site.	
Strategic Access	Approximately 13km from the nearest key junction on the A189, traffic is also required to pass through residential areas of Broomhill.	1
Local Road Access	Accessed via residential areas of Broomhill to the south and Togston to the north. However, the roads are relatively free moving.	3
Proximity to urban areas, and access to labour & services	This is a remote site, 4km from Amble. However, some residential areas and very basic services are available in Broomhill.	2
Compatibility of adjoining uses	Residential areas are located to the south and north west of the site.	1
Site characteristics and development constraints	A generally level site of over 3Ha in size and of regular shape. However, it is constrained by residential surroundings and some mounds (man made) within the areas of open space.	4
Market Attractiveness	Remote site with very low demand and little sign of improvement.	1
Planning / Sustainability Factors	A Brownfield site, with some poor quality Greenfield land also included. The site is located adjacent to the settlement boundary of Broomhill, however, should you need to travel from areas other than Broomhill a car is required.	2
Other Comments (i.e. ownership factors, barriers to development where available)	Fly tipping is a problem on this site.  The site is also subject to 2 representations to the SHLAA.	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B2	
Existing Vacancy Levels	60%	
Age of existing Premises (pre war; 1945-1970;	Mix 1945-1970 and 1990-00	



1970-90; 1990-00; post 2000)	
Condition of Existing Premises	Good, average and poor.
Amount of Development Land Available	Over 50%
Potential for Alternative Employment Use	Starter units are already struggling
Existing Occupiers	CRS Engineering, Stellex Ltd, NTF

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>14</b>
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**EXISTING EMPLOYMENT SITE****Morpeth – Coopies Lane****Reference****D2****Area (ha)****22.6**

Criteria	Comment	Score (out of 5)
Current Use	Mixed use including car showrooms, starter units, storage and distribution and office spaces.	
Strategic Access	Approximately 4km from the A1, but requires traffic to pass through Morpeth town centre and residential areas.	2
Local Road Access	Local roads consist of congested town centre roads and residential roads to the west. Roads are more free-moving to the east; however, these are quite narrow country roads.	1
Proximity to urban areas, and access to labour & services	The site is within 1km of Morpeth and its services, with good public transport links.	5
Compatibility of adjoining uses	There are residential properties to the southwest of the site and the west, adjoining B8 uses.	1
Site characteristics and development constraints	A large, flat site of a regular shape, however, there are residential properties to the south west and there is a HSE consultation zone located within the site, albeit with a 100m radius. There are also two sites of archaeological interest on site.	2
Market Attractiveness	Popular estate with businesses looking for representation in Morpeth.	3
Planning / Sustainability Factors	Brownfield site, accessible regularly by public transport and within the Morpeth settlement boundary.	5
Other Comments (i.e. ownership factors, barriers to development where available)	BT Tech centre and haulage yard (unit 10) are two large vacant sites, in addition to unit 30.	
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B1, B1C, B2, B8	
Existing Vacancy Levels	25-30% (however, some vacant buildings/sites are large)	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mix 1970-90, post 2000	



<i>Condition of Existing Premises</i>	Average – Good
<i>Amount of Development Land Available</i>	Under 10%
<i>Potential for Alternative Employment Use</i>	Upgrade for further office uses.
<i>Existing Occupiers</i>	Booker Cash & Carry, Birstol Street Motors, Stanners Ltd, Coca Cola.

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>19</b>
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**EXISTING EMPLOYMENT SITE****Morpeth – town centre****Reference****D3****Area (ha)****1.4**

Criteria	Comment	Score (out of 5)
Current Use	Mixed use area consisting of a long-stay car park, vets, garage and an ambulance centre.	
Strategic Access	The site is 3.5km from the A1 and requires a journey through both residential areas and the centre of Morpeth.	2
Local Road Access	The local roads consist of congested town centre roads.	1
Proximity to urban areas, and access to labour & services	The site is situated within Morpeth town centre with excellent access to residential areas and services.	5
Compatibility of adjoining uses	The employment sites are located amongst residential properties, however, current uses are not loud or intensive.	3
Site characteristics and development constraints	The 'site' is separated into several small sites within the area, all are level yet separated and constrained by congested local roads and residential properties. The site also falls within Flood Zone 3 and is home to 2 sites of archaeological interest.	1
Market Attractiveness	Potential for office users but not industrial/distribution for which there are better alternatives. Small individual plots.	2
Planning / Sustainability Factors	A Brownfield site, located within Morpeth town centre and easily accessible by public transport,.	5
Other Comments (i.e. ownership factors, barriers to development where available)	The large long-stay car park contains old vacant distribution units (see photo). The site as a whole is also subject to four representations to the SHLAA.	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B2, B8, D1, Sui Generis.	
Existing Vacancy Levels	60% approx	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mix post 2000/pre-war	
Condition of Existing	Occupied – Good, Vacant – Poor	



<i>Premises</i>	
<i>Amount of Development Land Available</i>	25%
<i>Potential for Alternative Employment Use</i>	Office use (upgrade)
<i>Existing Occupiers</i>	Robson and Prescott Vets, North East Ambulance Service

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>19</b>
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**EXISTING EMPLOYMENT SITE****Morpeth – Whalton Road****Reference****D04****Area (ha)****20.5**

Criteria	Comment	Score (out of 5)
Current Use	Currently in use by Piramal Healthcare Morpeth	
Strategic Access	Within 3.5km of the A1 requiring traffic to pass through residential areas at Loansdean.	3
Local Road Access	Good, free-flowing roads avoiding residential areas.	5
Proximity to urban areas, and access to labour & services	Within 2.5km of Morpeth and its services, however, you are likely to require a car to reach them.	3
Compatibility of adjoining uses	There are no incompatible adjoining uses (open space/A1)	5
Site characteristics and development constraints	This is a large site, regularly shaped, and generally flat apart from an embankment between the rear of the building and the open field.	4
Market Attractiveness	Potential for healthcare and related employment uses.	2
Planning / Sustainability Factors	A mixed Brownfield and Greenfield site outwith the settlement boundary. It is also reliant upon cars.	2
Other Comments (i.e. ownership factors, barriers to development where available)	I was unable to access the rear of the site, however, it appears that there is a bank sloping downwards from the rear of the building separating the buildings from the flat field below.	
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	Healthcare	
Existing Vacancy Levels	0	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1990-2000	
Condition of Existing Premises	Good	
Amount of Development	40% approx	



<i>Land Available</i>	
<i>Potential for Alternative Employment Use</i>	Scope for further niche uses related to healthcare
<i>Existing Occupiers</i>	Piramal Healthcare

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>24</b>
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**EXISTING EMPLOYMENT SITE****Meadowfield****Reference****D5****Area (ha)****4.703**

Criteria	Comment	Score (out of 5)
Current Use	Industrial estate - mix of B1, B1(c), B2 and non-B Class.	
Strategic Access	More than 2km from strategic roads, with access provided via A696 passing through village centre. No major constraints but some congestion issues.	3
Local Road Access	Reasonable local roads, although the A696 passes through Ponteland village centre. No particularly difficult junctions, although there could be some issue with HGV access.	3
Proximity to urban areas, and access to labour & services	Adjacent to village centre and close to main road with bus stops.	5
Compatibility of adjoining uses	Existing established employment area. Immediately adjacent to residential on all sides, which may restrict uses (although no apparent issues at present).	3
Site characteristics and development constraints	Established and well-served industrial estate. The area is generally flat and plots are regular in shape. Any plots becoming available are likely to be less than 3ha in size.	4
Market Attractiveness	Well located site in popular village. Situated close to Newcastle Airport and has previously proved attractive to occupiers.	4
Planning / Sustainability Factors	Any plots becoming vacant will be brownfield. Located close to village centre, making the site accessible on foot and by public transport.	4
Other Comments (i.e. ownership factors, barriers to development where available)	Some non-B class uses on the estate including Ponteland Primary Care, a veterinary surgery and a number of builders' merchants.	
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use	B1, B1(c), B2 and non-B class.	



<i>(B1/B2/B8 other)</i>	
<i>Existing Vacancy Levels</i>	Currently unclear whether Lawson Fuses units are occupied. If these units are in use then vacancy rates will be in the region of 5%. Approximately 10% if Lawson Fuses is unoccupied.
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	Mixed, although the majority of units are 1970 - 90. Evidence of recent development with the Ponteland Primary Care building (post-2000).
<i>Condition of Existing Premises</i>	Average.
<i>Amount of Development Land Available</i>	Less than 10% (no evidence of any available plots).
<i>Potential for Alternative Employment Use</i>	None.
<i>Existing Occupiers</i>	Food production (Manners, Mayson) Jewson, Tofco, Royal Mail Sorting Office, A Waterson Furniture.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>26</b>
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**EXISTING EMPLOYMENT SITE****Pegswood****Reference****D6****Area (ha)****2.4**

Criteria	Comment	Score (out of 5)
Current Use	Currently used for starter units including Pegswood Tandoori, Derek Lyall Windows and Doors and Northumbria Print.	
Strategic Access	Approximately 5.5km from the A1, accessed via congested roads through Morpeth Town Centre.	<b>1</b>
Local Road Access	The site is accessed via residential roads through Pegswood, However, these roads are relatively free moving.	<b>3</b>
Proximity to urban areas, and access to labour & services	There is good pedestrian access to Pegswood. However, it would not be possible to access the main services in Morpeth quickly. As Morpeth is 3km away this will require a car or bus.	<b>3</b>
Compatibility of adjoining uses	There is open space to south and east and further employment to the north. However, residential properties are located to the west adjacent to B1.	<b>4</b>
Site characteristics and development constraints	The site is under 3ha, although flat and of regular shape with good access to all units. Residential properties to the west may act as a constraint to some uses in the future.	<b>3</b>
Market Attractiveness	Good modern industrial estate serving local area.	<b>2</b>
Planning / Sustainability Factors	This is within the Pegswood settlement boundary and a brownfield site. Unless workers can get a bus from Pegswood or Morpeth they will require a car to access the site regularly.	<b>3</b>
Other Comments (i.e. ownership factors, barriers to development where available)	There seemed to be many vacant units i.e. to let signs, although it was a Friday afternoon and some may be closed for the weekend.	
<b>FOR EXISTING SITES ONLY</b>		



Type of Existing Use (B1/B2/B8 other)	B1, B8, B2, A5.
Existing Vacancy Levels	40%.
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Post 2000.
Condition of Existing Premises	Good.
Amount of Development Land Available	None.
Potential for Alternative Employment Use	There are already starter units on site, although many were vacant.
Existing Occupiers	Energize vehicle repair, Pegswood Tandoori, Frank Haslam Milan Regeneration.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>19</b>
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**EXISTING EMPLOYMENT SITE****Milkhope Centre****Reference****D07****Area (ha)****0.71**

Criteria	Comment	Score (out of 5)
Current Use	The site consists of a number of uses including craft shops, a café, an art gallery and one small office (non-industrial site).	
Strategic Access	Approximately 2.5km from the Cramlington junction on the A1 via unconstrained roads, whilst avoiding residential areas.	4
Local Road Access	Accessed via free moving roads, avoiding residential areas. However, local roads to the west of the site are narrow winding roads.	4
Proximity to urban areas, and access to labour & services	The site is 6km from Cramlington for labour and services. It is also unlikely that this site would be accessible via public transport.	1
Compatibility of adjoining uses	There are some residential properties to the north of the site, although these uses do not clash at present, it could restrict future uses.	4
Site characteristics and development constraints	The site is level, regular in shape but it is under 3Ha and constrained by residential properties on site. This site is also contains a listed building and has been identified as a site of archaeological interest and is therefore sensitive to development	2
Market Attractiveness	Popular site with non-industrial uses. Reasonable location but poor public transport. Potential development sensitivities.	3
Planning / Sustainability Factors	The brownfield site is remote from any nearby settlements on greenbelt land and is reliant upon the private car.	1
Other Comments (i.e. ownership factors, barriers to development where available)		
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use	C3, A3, A1, B1, D1.	

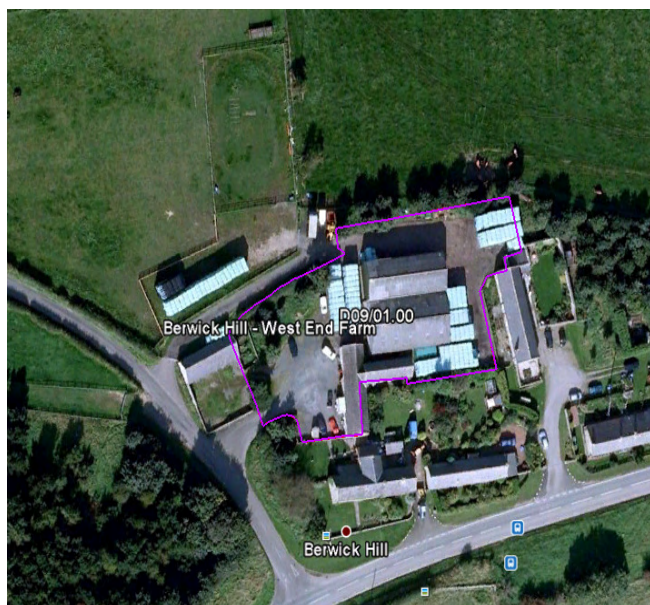


<i>(B1/B2/B8 other)</i>	
<i>Existing Vacancy Levels</i>	If units such as Critical Tortoise / David Johnson are vacant then approximately 10%. Is vacant. If not then 0%.
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	Pre-war conversion of agricultural buildings.
<i>Condition of Existing Premises</i>	Good.
<i>Amount of Development Land Available</i>	Under 10% (some land to west as a car park (see plan)).
<i>Potential for Alternative Employment Use</i>	Scope for knowledge cluster given quality of site, however, the site is currently in active use and it may be too remote and sensitive for intensified B1 uses.
<i>Existing Occupiers</i>	Blagdon Farmshop, Milkhope Coffee shop, stone gallery, Mary Dryden Associates, Cane and Pine Design.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>19</b>
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**EXISTING EMPLOYMENT SITE****Berwick Hill- West End Farm****Reference****D09****Area (ha)****0.323**

Criteria	Comment	Score (out of 5)
Current Use	This site consists of a mix of converted retail units and a livestock barn.	
Strategic Access	Over 5km from the nearest key junction on the A696 and requires traffic to pass through residential areas either in Ponteland or Prestwick.	<b>1</b>
Local Road Access	Local roads pass through residential areas of Ponteland and have the potential to become congested. Outside of Ponteland, the roads become more free flowing but also narrower and winding.	<b>2</b>
Proximity to urban areas, and access to labour & services	The site is 3km from Ponteland for labour and services, however, it is likely that it will require a car to reach the site on a regular basis as there was little or no sign of public transport within the area.	<b>2</b>
Compatibility of adjoining uses	A small number of residential properties are located to the south. Uses on site are commercial rather than B class, however this may restrict future uses.	<b>3</b>
Site characteristics and development constraints	Generally level and regular shape but small (0.3ha). The access to the site is concealed and poorly signposted and residential properties may also constrain the site in future.	<b>3</b>
Market Attractiveness	Given nature of buildings and other constraints this is unlikely to be attractive to B1 users.	<b>1</b>
Planning / Sustainability Factors	Although this is a brownfield site, it is a remote site, outwith the settlement boundary of Ponteland and is heavily reliant upon the private car.	<b>2</b>
Other Comments		



(i.e. ownership factors, barriers to development where available)	
<b>FOR EXISTING SITES ONLY</b>	
Type of Existing Use (B1/B2/B8 other)	A1 and Agriculture.
Existing Vacancy Levels	Fireplace seemingly vacant - 25%. 0% if fireplace occupied.
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war - converted agricultural buildings.
Condition of Existing Premises	The Commercial units are good conversions, however, the barn is of average quality.
Amount of Development Land Available	None - undeveloped land used for access and parking.
Potential for Alternative Employment Use	Possible demolition of the barn to provide rural workplace / starter units. However, there may be viability issues and the site is currently in use.
Existing Occupiers	The Fireplace and John Blades.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>12</b>
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**EXISTING EMPLOYMENT SITE:****New Kennels****Reference****D10****Area (ha)****0.275**

Criteria	Comment	Score (out of 5)
Current Use	The site includes a mix of uses including B1(c) workshops, craftshops and B1 (b) 'castle cross' film and media.	
Strategic Access	There is instant access to the A1 (northbound) from directly outside the site, however, access to the site itself can only be gained via the Cramlington junction approximately 4km south.	<b>3</b>
Local Road Access	The local roads are free moving and avoid residential areas. However, the site is accessed via a 'one way' road which doubles up as a slip road onto the A1, therefore traffic can be fast moving and should you miss the site entrance it is impossible to double back quickly.	<b>2</b>
Proximity to urban areas, and access to labour & services	The site is within 3km of Cramlington for labour and services. However, due to the location of the A1, the journey to Cramlington would be increased to over 5km. It is also unlikely that this site would be accessible via public transport.	<b>1</b>
Compatibility of adjoining uses	Some residential properties are located to the north of the site. This could restrict the nature of the uses on site.	<b>3</b>
Site characteristics and development constraints	This is a level site of regular shape but under 3ha in size.	<b>3</b>
Market Attractiveness	The site is reasonably well located but there are some access issues e.g. poor public transport. It is popular locally but unlikely to be attractive to larger businesses looking for modern, more conventional accommodation.	<b>3</b>
Planning / Sustainability Factors	This brownfield site is outwith any local settlement boundary on greenbelt land and would be increasingly reliant upon the private car.	<b>2</b>
Other Comments (i.e. ownership factors, barriers to development)	If you miss your turnoff to access the site you need to continue onto the A1(N) and double back at the next junction (Stannington) to attempt to gain access to the site again.	



where available)	
<b>FOR EXISTING SITES ONLY</b>	
Type of Existing Use (B1/B2/B8 other)	C3, B1 (b), B1 (c)
Existing Vacancy Levels	Zero.
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war - conversion of stables.
Condition of Existing Premises	Good condition.
Amount of Development Land Available	Zero.
Potential for Alternative Employment Use	Potential for creative cluster, however, the site is already in a healthy site in a remote area.
Existing Occupiers	Wood Design Blagdon, Miele Kitchens, Northern Heritage, Bridal Wish.

[Scoring: 5 = best, 1 = worst

<b>TOTAL SCORE:</b>	<b>17</b>
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**EXISTING EMPLOYMENT SITE****Morpeth – Loansdean****Reference****D11****Area (ha)****0.6**

Criteria	Comment	Score (out of 5)
Current Use	Currently used for office units and a driving theory test centre.	
Strategic Access	Within 2km of the A1, with no need to travel through residential areas from south. If approaching from north then access is via Morpeth town centre.	4
Local Road Access	Unconstrained roads, however, if approaching from the north then the centre town centre roads are congested. It is also necessary to pass through residential areas.	3
Proximity to urban areas, and access to labour & services	The site is within 1km of Morpeth and its services and benefits from regular public transport links.	5
Compatibility of adjoining uses	The site is within a wider employment area i.e. The Fire Station and County Hall. However, there are residential properties to the west.	4
Site characteristics and development constraints	A flat, regularly shaped site under 3ha in size. However the site could be constrained in future by residential uses, should the uses on site change.	4
Market Attractiveness	Well located offices on the periphery of Morpeth near A1 and County Hall Administrative Centre.	3
Planning / Sustainability Factors	A Brownfield site within the settlement boundary that is accessible via public transport from within Morpeth.	5
Other Comments (i.e. ownership factors, barriers to development where available)	All of this site is subject to representations within the SHLAA.	
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B1	
Existing Vacancy Levels	15%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Post 2000	



<i>Condition of Existing Premises</i>	Good
<i>Amount of Development Land Available</i>	Under 10%/Zero
<i>Potential for Alternative Employment Use</i>	Already in use as offices, good standard, yet 3 vacancies
<i>Existing Occupiers</i>	Pharma Nord, Techdrill, Johnnie Johnson Housing Trust.

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>28</b>
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**EXISTING EMPLOYMENT SITE****Whitehouse Farm Centre****Reference****D12****Area (ha)****4.2**

Criteria	Comment	Score (out of 5)
Current Use	This site is in use as a mixture of starter units and a farm attraction for children i.e. – a “Pets Corner”.	
Strategic Access	Within 2.5km of the A1, however, constrained by narrow winding roads and a sudden left turn following the A1 exit ramp.	3
Local Road Access	The site is accessed via narrow/winding country roads.	1
Proximity to urban areas, and access to labour & services	Approx 3km from Morpeth and its residential areas and services, requires a car to access services so therefore feels quite remote.	2
Compatibility of adjoining uses	There are no real incompatible uses, other than the farm to the north. At present this does not represent a conflict but may constrain future uses.	4
Site characteristics and development constraints	A mainly flat site, over 3Ha in size. However, the entrance to the site is very narrow and badly potholed.	4
Market Attractiveness	Given its rural location, difficult access and farm related uses, general attractiveness will be limited.	1
Planning / Sustainability Factors	A mixed Greenfield Brownfield site, located outwith the settlement boundary and reliant upon private car.	2
Other Comments (i.e. ownership factors, barriers to development where available)	Much of the sites open space is currently in use as part of the farm attraction.	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B2, B1C, A1, agriculture.	
Existing Vacancy Levels	20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mix 1945-1970 (farm) 1190-200 (retail)	
Condition of Existing Premises	Good and average	



<i>Amount of Development Land Available</i>	Approx 50% (however, in use as part of site)
<i>Potential for Alternative Employment Use</i>	Already used for starter units
<i>Existing Occupiers</i>	Achifoto Studios, Whitehouse Farm, Trunk Reclaimed Furniture

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>17</b>
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**EXISTING EMPLOYMENT SITE****Fairmoor (Northgate)****Reference****D13****Area (ha)****10.2**

Criteria	Comment	Score (out of 5)
Current Use	Mainly greenfield land however, there is a vets, farming supplies shop and petrol station on site.	
Strategic Access	Within 1km of the A1 directly off the junction. However, only easily accessible travelling southbound, otherwise when travelling northbound you need to double back via the junction with the A697.	4
Local Road Access	Unconstrained, avoiding residential areas nearby.	5
Proximity to urban areas, and access to labour & services	2km from Morpeth, not easily accessed by pedestrians from residential areas. Requires a car to reach key services regularly, although the site is accessible via bus.	3
Compatibility of adjoining uses	There are no incompatible uses other than 2 residential properties to the south east.	4
Site characteristics and development constraints	A relatively flat, large site, of regular shape. However, the approach roads and the residential properties to the south east may be a constraint to future uses.	4
Market Attractiveness	A large site with constrained access and road frontage. Only likely to prove attractive if much improved access is provided	2
Planning / Sustainability Factors	Mainly a Greenfield site (some Brownfield) located outwith the settlement boundary. The site is likely to be reliant upon the private car although there was some evidence of buses serving the area intermittently.	2
Other Comments (i.e. ownership factors, barriers to development where available)	The site is subject to representations made to the SHLAA.	



<b>FOR EXISTING SITES ONLY</b>	
Type of Existing Use (B1/B2/B8 other)	A1, Sui Generis (Petrol Station), Vets)
Existing Vacancy Levels	0.
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970 - 1990.
Condition of Existing Premises	Good.
Amount of Development Land Available	Over 50%.
Potential for Alternative Employment Use	
Existing Occupiers	Farmway, Jet.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>24</b>
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**EXISTING EMPLOYMENT SITE****Morpeth – Railway Yards****Reference****D14****Area (ha)****1.8**

Criteria	Comment	Score (out of 5)
Current Use	Operational and storage area for Network Rail.	
Strategic Access	Within 3km of A1 and requires a traffic to pass through residential areas and Morpeth town centre.	2
Local Road Access	The local roads consist mainly of residential and town centre roads which are congested at peak times.	2
Proximity to urban areas, and access to labour & services	Within 1km of Morpeth and its services, with good transport links.	5
Compatibility of adjoining uses	The site has residential uses to the north and south.	1
Site characteristics and development constraints	This narrow site is under 3ha in size and is constrained both by railway lines and residential properties. There is also an area of archaeological interest on the site.	1
Market Attractiveness	There are a number of development constraints including size and shape of the site, existing and surrounding uses.	1
Planning / Sustainability Factors	A Brownfield site, located within Morpeth town centre, easily accessible via public transport due to its proximity to the station.	5
Other Comments (i.e. ownership factors, barriers to development where available)	The rail track could be a big barrier to development; there are also temporary cabins on site.  The whole site has also been subject to representations to the SHLAA.	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B1, B8	
Existing Vacancy Levels	None	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post	1945-1970	



2000)	
<i>Condition of Existing Premises</i>	Average
<i>Amount of Development Land Available</i>	Approx 10%, due to the rail track covering the remainder of the site.
<i>Potential for Alternative Employment Use</i>	This site could have the potential for office uses.
<i>Existing Occupiers</i>	Network Rail.

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>17</b>
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**EXISTING EMPLOYMENT SITE****LINTON LANE****Reference****D15****Area (ha)****3.6**

Criteria	Comment	Score (out of 5)
Current Use	Largely industrial, including a scrap yard and JCB storage.	
Strategic Access	The site is 4.5km from of A189 via unconstrained roads.	2
Local Road Access	Accessed via free moving roads, with no need to travel through the centre of Linton or residential areas.	5
Proximity to urban areas, and access to labour & services	Located near to Linton. However, Linton does not appear to provide a wide range of services. Site is otherwise remote with Ashington, the nearest major settlement, approximately 4-5km south.	2
Compatibility of adjoining uses	New residential use on site by Bellway. The site is also adjacent to offices and residential access in Linton.	3
Site characteristics and development constraints	Regular shape and level site, although any development plots are likely to be less than 3ha. Development potentially constrained by new residential units.	3
Market Attractiveness	Remote site adjacent to and containing some residential development. Unlikely to be attractive to general industrial/commercial occupiers.	1
Planning / Sustainability Factors	Brownfield site, adjacent to settlement boundary, otherwise remote for travel.	3
Other Comments (i.e. ownership factors, barriers to development where available)	The southern section of the site appears to be under construction (Bellway).	
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B2.	
Existing Vacancy Levels	5%.	



<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	Mixture of pre-war units and some dating from 1970 - 1990.
<i>Condition of Existing Premises</i>	Poor.
<i>Amount of Development Land Available</i>	Under 10%.
<i>Potential for Alternative Employment Use</i>	Remove undesirable uses bearing in mind new homes?
<i>Existing Occupiers</i>	Thornton, M & J Hickey, T. Armstrong.

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>19</b>
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**EMPLOYMENT ALLOCATION****Longhorsley – East Road****Reference****D16****Area (ha)****0.4**

Criteria	Comment	Score (out of 5)
Current Use	Greenfield, arable land.	
Strategic Access	7km from the nearest major junction on the A1 and there is the need for traffic to travel through Longhorsley which is a residential area.	<b>1</b>
Local Road Access	Local roads pass through residential areas and wider road access comes through narrow, winding county roads. It is likely that Longhorsley could become congested.	<b>2</b>
Proximity to urban areas, and access to labour & services	The site is close to basic services in Longhorsley, however, remote from larger settlements. Morpeth is 10km away.	<b>2</b>
Compatibility of adjoining uses	Surrounded by open space, other than a small number of properties to the site west of the site.	<b>4</b>
Site characteristics and development constraints	Small site, yet flat and a regular shape. It could be constrained slightly by residential neighbours.	<b>2</b>
Market Attractiveness	Poor access and remoteness from major population settlements make demand for this site very unlikely.	<b>1</b>
Planning / Sustainability Factors	A Greenfield site, reliant heavily upon the private car. However, its is adjacent to the settlement of Longhorsley.	<b>2</b>
Other Comments (i.e. ownership factors, barriers to development where available)		

[Scoring: 5 = best, 1 = worst]

**TOTAL SCORE:****14**



## EXISTING EMPLOYMENT SITE

**Extension to land at Fairmoor**

**Reference**

**D17**

**Area (ha)**

**5.6**



Criteria	Comment	Score (out of 5)
Current Use	Greenfield open space and a community hall adjacent to Northgate Hospital.	
Strategic Access	Within 1km from the A1, yet not directly accessible from A1 northbound, traffic must exit at the A697 and double back southbound.	4
Local Road Access	The local roads are free moving, yet subject to traffic calming near the hospital.	4
Proximity to urban areas, and access to labour & services	2km from Morpeth for residential areas and services, will require a car or bus.	3
Compatibility of adjoining uses	The hospital is located to the east and is a sensitive use; however, the site is not currently used for employment purposes.	4
Site characteristics and development constraints	This site is over 3ha in size, flat and of a regular shape. However, the location of the hospital could prove to be a constraint to some uses in the future.	4
Market Attractiveness	A large employment site with constrained access and frontage. This site is less attractive due to its proximity to the hospital.	2
Planning / Sustainability Factors	Mix of brownfield and greenfield land outwith the settlement boundary and only accessible regularly via car.	2
Other Comments (i.e. ownership factors, barriers to development where available)	It was difficult to establish whether the community hall and pavilion were vacant or just under-used.  The whole site is also subject to representations in the SHLAA.	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	Community hall and sports field.	
Existing Vacancy Levels	If hall and pavilion are empty – 65%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1945-1970, 1970-1990	
Condition of Existing Premises	Poor/Average	



<i>Amount of Development Land Available</i>	Over 50%
<i>Potential for Alternative Employment Use</i>	There could be the potential for niche uses relating to the hospital.
<i>Existing Occupiers</i>	None.

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>23</b>
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**EMPLOYMENT ALLOCATION****Scots Gap – Auction Mart****Reference****D18****Area (ha)****0.4**

Criteria	Comment	Score (out of 5)
Current Use	Agricultural field used for the growing of crops, adjacent to Cowans farm supplies.	
Strategic Access	Remote site, over 17 km from the nearest major junction on the A1.	<b>1</b>
Local Road Access	Local roads consist of narrow winding country roads, although, they are free moving roads.	<b>2</b>
Proximity to urban areas, and access to labour & services	Very few residential properties nearby, only access to services consists of a small village shop. Morpeth is 14km away.	<b>1</b>
Compatibility of adjoining uses	Within a wider employment area, with open space surrounding the site.	<b>5</b>
Site characteristics and development constraints	A small site of regular shape. However, under 3ha in size with undulating land.	<b>2</b>
Market Attractiveness	Poor access and remoteness from major population settlements make demand for such a site very unlikely.	<b>1</b>
Planning / Sustainability Factors	A Greenfield site reliant upon the private car. However, it is located within an existing settlement boundary	<b>2</b>
Other Comments (i.e. ownership factors, barriers to development where available)		

[Scoring: 5 = best, 1 = worst]

**TOTAL SCORE:****14**



## EXISTING EMPLOYMENT SITE

**St Marys Hospital – Stannington**

**Reference**

**D19**

**Area (ha)**

**33.6**



Criteria	Comment	Score (out of 5)
Current Use	Currently vacant hospital site, being demolished. There are also residential properties located within the site boundary.	
Strategic Access	Approximately 3km of the A1, via narrow country roads	2
Local Road Access	Local roads are narrow country roads and there are also some residential roads located on site (Green Lane).	1
Proximity to urban areas, and access to labour & services	Approx 4.5km from Morpeth and its residential areas and services and a car would be required to access these areas (unless living within residential area on site) due to this, the site feels remote.	2
Compatibility of adjoining uses	Other than residential uses on site (due to increase through a Bellway development) there are no incompatible uses.	4
Site characteristics and development constraints	Large regular shaped site, flat, over 3Ha in size. However, the site does contain an area of archaeological interest and the increasing residential uses reduce the sites options.	4
Market Attractiveness	Appears to be more suited to residential than employment use and possibly of offices but likely to be better located sites.	1
Planning / Sustainability Factors	This is a mixed Brownfield/Greenfield site, outwith settlement boundary, reliant upon private car.	2
Other Comments (i.e. ownership factors, barriers to development where available)	This whole site is included within the SHLAA part of which currently benefits from planning permission for residential uses (CM/20060893)	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	Vacant hospital	
Existing Vacancy Levels	100%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre war	
Condition of Existing	Most of the site is vacant	



<i>Premises</i>	
<i>Amount of Development Land Available</i>	Over 50% (including area with permission for housing)
<i>Potential for Alternative Employment Use</i>	Upgrade the site to support the new residential population.
<i>Existing Occupiers</i>	

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>16</b>
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**EXISTING EMPLOYMENT SITE**  
**ELLINGTON COLLIERY**

**Reference**  
**D20**

**Area (ha)**  
**20.5**



Criteria	Comment	Score (out of 5)
Current Use	The site consists mainly of open space; however, Ellington Business Park is also located on site.	
Strategic Access	The site is 4km from the A189, via unconstrained roads. However, the site is accessed via residential areas within Ellington.	2
Local Road Access	The main roads within Ellington are free moving, however, they pass through residential areas in Ellington.	4
Proximity to urban areas, and access to labour & services	Within walking distance of Ellington with pedestrian access to residential areas. However, services will be restricted in Ellington and will require a trip to Ashington which is approximately 5km away.	2
Compatibility of adjoining uses	The site is bounded to the north by residential properties.	4
Site characteristics and development constraints	This large, flat, regularly shaped site is partly constrained by an area of archaeological interest located on site and by the residential area located to the north.	3
Market Attractiveness	Site likely to be of limited interest to business users.	2
Planning / Sustainability Factors	This site consists of a mix of brownfield and Greenfield land, adjacent to the settlement boundary. The site is likely to be accessible via public transport, but not as regularly as in the main towns.	3
Other Comments (i.e. ownership factors, barriers to development where available)	Unable to access agricultural building.  This site has also been included within the SHLAA as a potential site for residential development.	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B1 office, agricultural building.	
Existing Vacancy Levels	25% (one vacant building in business centre).	



<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	1945 - 1970 and post 2000.
<i>Condition of Existing Premises</i>	Good.
<i>Amount of Development Land Available</i>	Over 50%.
<i>Potential for Alternative Employment Use</i>	Already used for starter units, offices, this could continue.
<i>Existing Occupiers</i>	Bell Ingram, Cake Gorden.

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>21</b>
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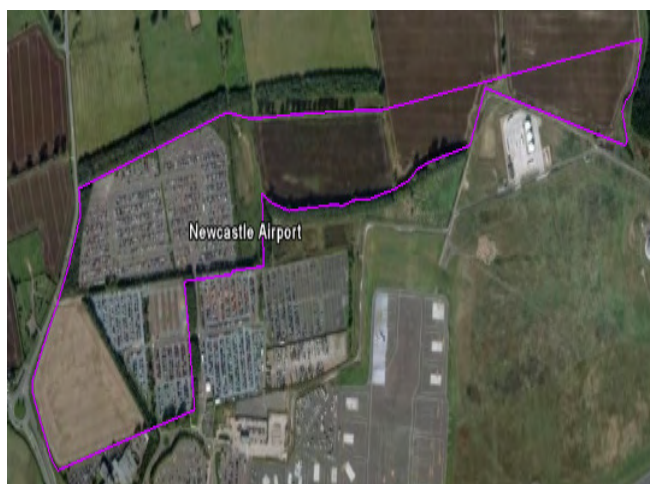
**EXISTING EMPLOYMENT SITE****Adjacent to A1 Fairmoor****Reference****D21****Area (ha)****8.1**

Criteria	Comment	Score (out of 5)
Current Use	Arable land and a grazing field, slightly undulating.	
Strategic Access	Within 1km from the A1, yet not directly accessible from A1 northbound, traffic must exit at the A697 and double back southbound.	4
Local Road Access	Unconstrained and fast moving.	5
Proximity to urban areas, and access to labour & services	The site is 2km from Morpeth and requires either a car or bus to reach the residential areas and key services.	3
Compatibility of adjoining uses	No incompatible uses, other than a farm to the south west, which could potentially constrain some future uses.	4
Site characteristics and development constraints	A large site, regularly shaped, yet undulates slightly and has a busy approach road. The site also contains a site of archaeological interest.	4
Market Attractiveness	May provide alternative B uses site to the congested Coopies Lane if infrastructure and access is improved.	2
Planning / Sustainability Factors	This Greenfield site is located outwith the settlement boundary and although there is evidence of buses serving the area it is likely that regular access to the site would require a car.	1
Other Comments (i.e. ownership factors, barriers to development where available)	This site is also subject to representations within the SHLAA.	

[Scoring: 5 = best, 1 = worst]

**TOTAL SCORE:****23**



**EMPLOYMENT ALLOCATION****Newcastle Airport****Reference****D22****Area (ha)****25.578**

Criteria	Comment	Score (out of 5)
Current Use	Part of the site in use as car parking. The remainder of the site is Greenfield and possibly in agricultural use at present.	
Strategic Access	Located less than 0.5ha from the A696 (dualled) via good, unconstrained roads.	5
Local Road Access	Good junctions and no evidence of congestion. Local roads do not pass through any town centres or residential areas. Undeveloped areas to the east of the site do not appear to be serviced by roads at present.	4
Proximity to urban areas, and access to labour & services	Reasonably close to neighbouring urban areas (approximately 2km east of Ponteland and Darras Hall). The site is unlikely to be accessible on foot due to the A696. Good public transport linkages and accessibility by car.	4
Compatibility of adjoining uses	Adjacent to the airport, which may limit uses due to security issues.	2
Site characteristics and development constraints	Large site. Sloping topography on the vacant land in the eastern corner although this is unlikely to represent a significant problem. Agricultural land in the west of the site is unlikely to be serviced.	3
Market Attractiveness	This sites has been earmarked for car parking, however the agricultural area to the west of the site and to the north of the hotel could prove attractive to employment users.	2
Planning / Sustainability Factors	Part Greenfield, part brownfield. It is understood that the site is held as expansion land for the airport.	2
Other Comments (i.e. ownership factors, barriers to development where available)	The site is likely to be developed for uses compatible with airport activities, such as freight activity or office accommodation for tenants valuing proximity to airport.	

[Scoring: 5 = best, 1 = worst]

**TOTAL SCORE:****22**



**EXISTING EMPLOYMENT SITE****ALLENDALE - CATTON****Reference Area (ha)****E1****1.002**

Criteria	Comment	Score (out of 5)
Current Use	The site is home to a garage and agricultural equipment sales unit, including grazing land to north west which is sloped.	
Strategic Access	The site is 13.5km from the A69 through narrow country roads.	1
Local Road Access	The site is accessed via narrow country roads and the approach from the A69 is via the village of Catton.	1
Proximity to urban areas, and access to labour & services	Remote site, very close to Catton for basic services however it is only a small village, Hexham is 13km away for comprehensive services.	2
Compatibility of adjoining uses	There are no incompatible surrounding uses i.e. surrounded by arable land and employment land to south west.	5
Site characteristics and development constraints	This is a smaller site (under 3ha) of regular shape, with gently sloping farmland to north west. The site is constrained by narrow roads and sloping open spare areas.	2
Market Attractiveness	Isolated position means it is only likely to be attractive to very local occupiers.	1
Planning / Sustainability Factors	A mix of a brownfield and Greenfield land, however, not within a settlement boundary and relies heavily upon the private car.	2
Other Comments (i.e. ownership factors, barriers to development where available)	Unit 4 out of use due to a bad roof, as informed by the site owner.	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B2, A1.	
Existing Vacancy Levels	Zero (other than condemned building).	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970 - 1990.	
Condition of Existing Premises	Average.	
Amount of Development	Over 50%.	



<i>Land Available</i>	
<i>Potential for Alternative Employment Use</i>	Potential for a countryside employment use, already used for agricultural machines.
<i>Existing Occupiers</i>	Dales Agricultural Sales.

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>14</b>
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**EXISTING EMPLOYMENT SITE****Bellingham - Foundary Road****Reference****E2****Area (ha)****1.08**

Criteria	Comment	Score (out of 5)
Current Use	This site is currently in use as a car park, builder's yard, gym and ambulance station.	
Strategic Access	The site is 22km away from a key strategic junction, accessed via narrow country roads and it is necessary to cross a single lane bridge to enter Bellingham.	<b>1</b>
Local Road Access	The site is accessed via two bridges, and requires traffic to pass through the village centre and residential roads.	<b>1</b>
Proximity to urban areas, and access to labour & services	The site is within Bellingham for labour and some services but it is over 20km from key towns in the region.	<b>2</b>
Compatibility of adjoining uses	The site is bounded to the north and south (adjacent to B8 uses) by residential properties and some properties are located on site.	<b>1</b>
Site characteristics and development constraints	The site is under 3ha in size, flat, and regularly shaped. However, the site falls within both Flood Zones 2 and 3 and contains a site of archaeological interest.	<b>1</b>
Market Attractiveness	Any demand is likely to be limited to small local users.	<b>2</b>
Planning / Sustainability Factors	This mixed Brownfield and Greenfield site is within the Bellingham settlement boundary. Public transport is no doubt available but infrequent, therefore reliant upon cars.	<b>2</b>
Other Comments (i.e. ownership factors, barriers to development where available)		
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	Gym D2, Ambulance Offices B1.	
Existing Vacancy Levels	Approx 35% (many 'vacant' buildings are used for storage). The former KK construction building (unit 1) is vacant which consists of 5,000sqft plus mezzanine.	



<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	1945 - 1970 and post 2000 (ambulance).
<i>Condition of Existing Premises</i>	Poor, average and good.
<i>Amount of Development Land Available</i>	Under 10%.
<i>Potential for Alternative Employment Use</i>	According to an owner on site there is huge demand for starter units. Interest in unit 1 but too large as is, could be broke into £200 p/m units.
<i>Existing Occupiers</i>	Ambulance service, fresh clean services.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>10</b>
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## EXISTING EMPLOYMENT SITE

**HALTWHISTLE - HADRIAN**

**Reference Area (ha)**

**E03**

**21.3**



Criteria	Comment	Score (out of 5)
Current Use	This site is used for a range of uses including storage, a chemical works, recycling firms, a coachworks, crown paints, masons and a children's play centre.	
Strategic Access	The site is 19.5km from the nearest major exit on the A69.	<b>1</b>
Local Road Access	The local roads consist of free moving roads and avoid residential areas.	<b>5</b>
Proximity to urban areas, and access to labour & services	The site is within 1km of Haltwhistle for labour and services, however it may be difficult for pedestrians to cross the busy B6322.	<b>4</b>
Compatibility of adjoining uses	The site on the whole does not have any incompatible adjoining uses, however, there are residential properties to the North East.	<b>4</b>
Site characteristics and development constraints	A generally level site of regular shape and over 3ha in size. However, the whole site falls within flood zone 3 and sections of the site have been identified as areas of archaeological importance.	<b>2</b>
Market Attractiveness	Improved access from A69. Older existing buildings and a good distance from major population areas will limit demand.	<b>2</b>
Planning / Sustainability Factors	This brownfield site is adjacent to the settlement boundary of Haltwhistle. Although the site is accessible via public transport from Haltwhistle, commuters from other areas will require a car.	<b>4</b>
Other Comments (i.e. ownership factors, barriers to development where available)	The Hadrian Chemicals building appears vacant and derelict but is being used to store paint.	
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B1c, B2, B8 and other.	
Existing Vacancy Levels	10% if Hadrian Chemicals is in use 15% if not.	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war, 1945 - 1970.	
Condition of Existing Premises	Ranging from average to poor / derelict.	
Amount of Development	35 / 40% undeveloped.	



<i>Land Available</i>	
<i>Potential for Alternative Employment Use</i>	Good for bad neighbour or a total upgrade.
<i>Existing Occupiers</i>	Crown paints, cooler recycling, Tynedale coach travel, Splat, Mickey's laptops.

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>22</b>
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**EXISTING EMPLOYMENT SITE****HALTWHISTLE - WEST END****Reference Area (ha)****E04****3.9**

Criteria	Comment	Score (out of 5)
Current Use	Currently used for light industrial work, storage space, coach depots and mechanics.	
Strategic Access	Accessible within 2km of A69, albeit through a tight turn off (from the A69) and through a residential area. The A69, however, is not dualled in the Haltwhistle area (or within 5km).	<b>2</b>
Local Road Access	Located within a good road network, although situated within a residential area with potential congestion issues.	<b>3</b>
Proximity to urban areas, and access to labour & services	Very close to (within approximately 1km of) Haltwhistle town centre, which is accessible on foot. Also very close to a sizeable residential area and benefits from good public transport links.	<b>5</b>
Compatibility of adjoining uses	The site is located adjacent to residential areas which may restrict future uses on site. At present, uses on site are low intensity i.e. mechanics, light industry, depots and do not appear incompatible with the neighbouring housing.	<b>3</b>
Site characteristics and development constraints	Flat, regular shape, although any development plots are likely to be less than 3ha. Development may also be restricted by residential neighbours	<b>4</b>
Market Attractiveness	Potentially attractive to elements of the local market for some lower value uses, however, better sites are available in the Haltwhistle area.	<b>2</b>
Planning / Sustainability Factors	Brownfield site, located on the fringes of Haltwhistle, with existing brownfield space available for development. Good transport links, although unless coming to work from Haltwhistle a car is needed.	<b>3</b>
Other Comments (i.e. ownership factors, barriers to development where available)		
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B1(c), B2, B8.	
Existing Vacancy Levels	20%.	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970 - 1990 and 1990 - 2000.	
Condition of Existing Premises	Mainly average, some newer units are of a higher (good) quality.	



<i>Amount of Development Land Available</i>	25%.
<i>Potential for Alternative Employment Use</i>	Potential for starter units and possibly office units.
<i>Existing Occupiers</i>	Jackson Pearson, Agya, Gemini, Phillips.

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>22</b>
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# EXISTING EMPLOYMENT SITE

**HAYDON BRIDGE**

**Reference Area (ha)**

**E5**

**0.5**



Criteria	Comment	Score (out of 5)
Current Use	This site is currently home to a mechanics and a Spar distribution centre.	
Strategic Access	The site is 9.5km away from the nearest major junction on the A69. Traffic would also need to travel through residential Haydon Bridge.	1
Local Road Access	Local roads consist of residential streets with the potential for congestion at peak times. However, the main road through Hebdon Bridge is unconstrained.	3
Proximity to urban areas, and access to labour & services	Located within Haydon Bridge for some services, however, the vast majority of labour and services are in Hexham, 9.5km away.	3
Compatibility of adjoining uses	The site is bounded by residential properties to west and south, station to the north.	1
Site characteristics and development constraints	The site is of a regular shape and flat, however it is under 3ha in size. Part of the site is identified as being an area of archaeological interest and it is bounded by residential properties which could severely constrain development.	2
Market Attractiveness	Probably less attractive now the town is bypassed by the A69 other than to local occupiers.	2
Planning / Sustainability Factors	This brownfield site is within the settlement boundary and accessible on foot or by bus for local residents. However, it is likely that business from outside of Haydon Bridge would require a car.	4
Other Comments (i.e. ownership factors, barriers to development where available)	Unsure whether T-Tech is vacant? A car was spotted outside but the unit was locked up during working hours (2pm).	
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B2, B8.	
Existing Vacancy Levels	25% if T-Tech vacant, if not 0%.	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970 - 1990.	
Condition of Existing Premises	Average.	



<i>Amount of Development Land Available</i>	Under 10%.
<i>Potential for Alternative Employment Use</i>	Scope to upgrade for offices?
<i>Existing Occupiers</i>	G. Robson mechanics, Spar.

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>16</b>
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## EXISTING EMPLOYMENT SITE

**Hexham - Haugh Lane**

**Reference**

**E6**

**Area (ha)**

**10**



Criteria	Comment	Score (out of 5)
Current Use	Mixed use industrial estate consisting of retail (including Aldi and Tesco), offices, distribution, garages and starter units.	
Strategic Access	The site is approximately 1.2km from the A69, however these roads become congested and require a journey through the town centre.	3
Local Road Access	Local roads consist of congested town centre roads, It will also be difficult for large vehicles to access the site as roads within the site are narrow.	1
Proximity to urban areas, and access to labour & services	The site is within 1km of Hexham's labour and services and benefits from having a Tesco on site. Both the services and residential areas are within walking distance or accessible via bus.	5
Compatibility of adjoining uses	The site is located within a wider employment area. However, residential properties are located to the south of the site.	4
Site characteristics and development constraints	This is a large, flat, regularly shaped site. However, the site falls within Flood Zone 3 and is constrained by residential properties and narrow side roads on the site.	2
Market Attractiveness	Popular estate near A69 and Hexham town centre.	3
Planning / Sustainability Factors	This Brownfield site is located within Hexham and is accessible via public transport.	5
Other Comments (i.e. ownership factors, barriers to development where available)	There is an opportunity to link this site to the 'former bunker' (site E20) which has access issues at Hexham Bridge.	



<b>FOR EXISTING SITES ONLY</b>	
Type of Existing Use (B1/B2/B8 other)	B1, B1c, B2, B8 and A1.
Existing Vacancy Levels	Under 10% - unit adjacent to Tesco.
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970 - 1990 some post 2000.
Condition of Existing Premises	Good.
Amount of Development Land Available	Under 10% (one plot for sale) (other patches of open space and link to E20)
Potential for Alternative Employment Use	Potential for further office / starter units.
Existing Occupiers	Tesco, Aldi, Kwik Fit, Jon Deere, Henderson and Harrison.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>23</b>
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## EXISTING EMPLOYMENT SITE

**Hexham- Burn Lane**

**Reference**

**E7**

**Area (ha)**

**4.3**



Criteria	Comment	Score (out of 5)
Current Use	This is currently a mixed use site containing office units, starter units, a council depot and car dealerships.	
Strategic Access	The site is approximately 1.2 km from the A69, however these roads become congested and require a journey through the town centre	3
Local Road Access	Local roads consist of congested town centre roads. It will also be difficult for large vehicles to access the site as roads within the site are narrow.	1
Proximity to urban areas, and access to labour & services	The site is within 1km of Hexham’s labour and services and benefits from having a Tesco nearby at Haugh Lane. Both the services and residential areas are within walking distance or accessible via bus.	5
Compatibility of adjoining uses	The site is bounded by residential properties to the north, west and south. Land to the west is within a wider employment area.	1
Site characteristics and development constraints	This is a large (over 3ha), flat, regularly shaped site. However, 90% of the site falls within Flood Zone 3 and there are 3 sites of archaeological interest located within the site boundary. The site is also bounded by many residential properties.	1
Market Attractiveness	Relatively popular estate in Hexham with a mix of office and service users.	3
Planning / Sustainability Factors	This is a Brownfield site, located within Hexham, with regular access to public transport.	5
Other Comments (i.e. ownership factors, barriers to development where available)	Northumberland County Council has an operational base here.	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B1, B2, B8, Sui Generis (Car Dealers)	



<i>Existing Vacancy Levels</i>	Under 10% (there is one office to let and one building potentially being used for storage).
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	Mixed, the new offices are post 2000, the car dealerships are likely to be 1990-2000, others between 1970-1990.
<i>Condition of Existing Premises</i>	Good and Average.
<i>Amount of Development Land Available</i>	Under 10%, there is a plot of land available adjacent to the new office development on site.
<i>Potential for Alternative Employment Use</i>	There could be scope for further office units on this site.
<i>Existing Occupiers</i>	Armstrong Watsons, Lotus, Renault, Northumberland Council, Reader.

<b>TOTAL SCORE:</b>	<b>19</b>
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**EXISTING EMPLOYMENT SITE****Egger****Reference****E8****Area (ha)****27.9**

Criteria	Comment	Score (out of 5)
Current Use	The site is used by Egger (UK) Limited.	
Strategic Access	Within 2km of A69 junction but requires a trip through congested roads and Bridge End Industrial Estate.	3
Local Road Access	Local roads can become congested, especially through Bridge End Industrial Estate and due to the sites proximity to Hexham town centre.	3
Proximity to urban areas, and access to labour & services	The site is 1km from Hexham town centre and its services. The town centre is also accessible on foot.	5
Compatibility of adjoining uses	The site is located within a wider employment area.	5
Site characteristics and development constraints	This is a large, level site of regular shape. However, the whole site falls within Flood Zone 3 and there is also a hazardous installation located on site, with a HSE exclusion zone of 250 metres. These major constraints will impact upon the development potential of the site, should a change of use ever be required.	2
Market Attractiveness	There would be a lack of appetite to co-locate with Egger and there are constraints on redevelopment.	1
Planning / Sustainability Factors	A mixed Brownfield and Greenfield site located within the Hexham settlement boundary. However, the site is accessible regularly via public transport.	3
Other Comments (i.e. ownership factors, barriers to development where available)		
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B2.	



<i>Existing Vacancy Levels</i>	None.
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	1970 - 1990.
<i>Condition of Existing Premises</i>	Good.
<i>Amount of Development Land Available</i>	Under 10%.
<i>Potential for Alternative Employment Use</i>	
<i>Existing Occupiers</i>	Egger (UK) Limited

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>22</b>
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**EXISTING EMPLOYMENT SITE****Hexham - Bridge End****Reference****E9****Area (ha)****17.1**

Criteria	Comment	Score (out of 5)
Current Use	Large site, current used for offices, starter units, timber suppliers, a waste transfer station and light industry.	
Strategic Access	Accessed immediately off the A69, however, via congested roads approaching the town centre.	4
Local Road Access	The local roads are quite congested as they are close to the town centre, the congestion often spills into Bridge End itself.	2
Proximity to urban areas, and access to labour & services	The site is within 1km of Hexham and its labour and services. These are accessible either on foot or via public transport.	5
Compatibility of adjoining uses	The site is located within a wider employment area.	5
Site characteristics and development constraints	This is a large, generally flat site, of regular shape. However, the majority (70%) of the site falls within Flood Zone 2, with the remainder of the site (30%) falling within Flood Zone 3. There are 2 sites of archaeological interest on the site and there is also a conservation area to the south of the site, south of Ferry Road.	2
Market Attractiveness		
Planning / Sustainability Factors	This Brownfield site is located within the settlement boundary and is accessible either on foot or via public transport from Hexham.	5
Other Comments (i.e. ownership factors, barriers to development)		



where available)	
<b>FOR EXISTING SITES ONLY</b>	
Type of Existing Use (B1/B2/B8 other)	B1, B1c, B2 and B8.
Existing Vacancy Levels	20/15% - mainly on Beaufront Park to the north east. The newly constructed Phase II is totally vacant, approximately 5 - 10 units. 1 unit in Phase I also appears to be vacant,
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mixed 1970 - 90, 1990 - 00, post 2000.
Condition of Existing Premises	Average and Good.
Amount of Development Land Available	Under 10% - due to size of site but one large plot is for sale to the west of the site.
Potential for Alternative Employment Use	There could be the potential for further office units on site and/or starter units.
Existing Occupiers	Dove, Howden's, Royal Mail, Cozyhomes, Revolution Marketing.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>23</b>
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**EXISTING EMPLOYMENT SITE****Hexham - Tyne Mills****Reference****E10****Area (ha)****5.2**

Criteria	Comment	Score (out of 5)
Current Use	The site is currently home to car dealerships, a fire station, garden centre and timber suppliers. Northumberland County Council (NCC) also have offices and a depot here.	
Strategic Access	This site is within 1km of the A69 however the roads are congested as they approach the town centre.	4
Local Road Access	The local roads are often congested due to their proximity to the town centre. This congestion also spills onto the Tyne Mills Estate. Traffic is also required to pass over Hexham bridge; however, it seems that this bridge is able to accommodate HGV movements.	2
Proximity to urban areas, and access to labour & services	Within 1km of Hexham for labour and services. These are accessible on foot or via public transport.	5
Compatibility of adjoining uses	This site is situated within a wider employment area.	5
Site characteristics and development constraints	This is a large, flat site of regular shape. However, 80% of the site falls within Flood Zone 3.	2
Market Attractiveness	Busy estate near Hexham and A69. Popular with a range of occupiers.	3
Planning / Sustainability Factors	This Brownfield site lies within the Hexham settlement boundary and is accessible via public transport within Hexham.	5
Other Comments (i.e. ownership factors, barriers to development where available)		



<b>FOR EXISTING SITES ONLY</b>	
Type of Existing Use (B1/B2/B8 other)	B1, B2, B8, A1
Existing Vacancy Levels	15% provided that both the NCC library building is vacant and if the two warehouses near to Travis Perkins area empty. If not then there are no vacant units.
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mixed, 1970 - 1990, 1990 – 00 and post 2000.
Condition of Existing Premises	Good.
Amount of Development Land Available	Under 10%. Although, the south east of the site near Travis Perkins could potentially be an area for the intensification of uses if needed.
Potential for Alternative Employment Use	
Existing Occupiers	Travis Perkins, Northumberland County Council, Down to Earth Garden Centre.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>26</b>
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**EXISTING EMPLOYMENT SITE****PLENMELLER****Reference Area (ha)****E11****3.68**

Criteria	Comment	Score (out of 5)
Current Use	The site is used for manufacturing by RPC containers.	
Strategic Access	The site is 20km away from the nearest major junction on the A69.	<b>1</b>
Local Road Access	The local roads avoid residential areas, however, the roads are narrow and steep, there is no room for two vehicles at a time.	<b>2</b>
Proximity to urban areas, and access to labour & services	The site is 1.5km from Haltwhistle for labour and services, however it is likely that a car would be required. The only other very basic services could be found in the hamlet of Plenmeller.	<b>2</b>
Compatibility of adjoining uses	There are no incompatible adjoining uses.	<b>5</b>
Site characteristics and development constraints	The site is generally level, of regular shape, over 3ha in size and has no constraints.	<b>5</b>
Market Attractiveness	Isolated position is unlikely to be attractive to the general market.	<b>1</b>
Planning / Sustainability Factors	This Brownfield site is already in use. However, it is within the open countryside with reliance upon the private car.	<b>2</b>
Other Comments (i.e. ownership factors, barriers to development where available)	New storage building has been erected to rear (see satellite photo).	
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B8.	
Existing Vacancy Levels	Zero.	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970 - 1990.	
Condition of Existing Premises	Good.	
Amount of Development Land Available	Zero.	
Potential for Alternative Employment Use	N/A.	
Existing Occupiers	RPC containers.	



[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:	18
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**EXISTING EMPLOYMENT SITE****Low Prudhoe****Reference****E12****Area (ha)****51.2**

Criteria	Comment	Score (out of 5)
Current Use	This site is a mixed use site used for starter units, large scale manufacturing by SCI and offices.	
Strategic Access	The site is approximately 8km from the nearest major junction on the A69 and it also requires traffic to travel through urban areas and residential areas in Stocksfield, Mickley and Prudhoe in order to reach the site.	<b>1</b>
Local Road Access	Local roads are relatively unconstrained and on the whole the A695 bypasses most residential properties within Prudhoe. Nonetheless, there are some residential properties adjacent to the A695 which will be affected. There is also the potential for this road to become more congested at peak times.	<b>3</b>
Proximity to urban areas, and access to labour & services	The site is within 1km of Prudhoe for both services and labour, which are accessible both on foot and via bus.	<b>5</b>
Compatibility of adjoining uses	There are a small number of residential properties located within the site adjacent to both B1 and B8 uses to the west of the site. Residential properties are also located to the south (Prudhoe) and north east (Ovingham) of the site, however, both the A695 and the River Wear acts as a buffer between the two uses. As this is a large site it is important to note that towards the east of the site there are no incompatible adjoining uses.	<b>2</b>
Site characteristics and development constraints	This is a large, regularly shaped, flat site, constrained by residential properties within the site and also by the fact that 90% of the site falls within Flood Zone 3. There are also 3 sites of archaeological interest within the site boundary.	<b>2</b>
Market Attractiveness	The last development on site at Regents Drive took time to let/sell and further sites have been offered to the market with little appetite for take up.	<b>4</b>
Planning / Sustainability	This mixed Brownfield and Greenfield site falls within the Prudhoe	<b>4</b>



Factors	settlement boundary, and is accessible via public transport.	
Other Comments (i.e. ownership factors, barriers to development where available)	Salem Tube have extended their building at Regents Drive (the far east of the development) reducing the space available for further development.	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B1, B2c, B2 and B8.	
Existing Vacancy Levels	10 - 15% (10% if building 9 is now used by SCA).	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mixed 1970 - 1990, 1990 - 2000, post 2000.	
Condition of Existing Premises	Average and good.	
Amount of Development Land Available	10%.	
Potential for Alternative Employment Use	Upgrade for further office uses, or potentially niche uses in relation to SCA or on Regents Drive.	
Existing Occupiers	SCA, Salem Tubes, Plumb Centre, Permess International.	

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>21</b>
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**EXISTING EMPLOYMENT SITE****Fourstones - Papermill****Reference****E13****Area (ha)****1.9**

Criteria	Comment	Score (out of 5)
Current Use	This site is in use as the Fourstones Paper Mill.	
Strategic Access	The site is within 2km of the A69. However, the site is accessed via narrow country roads and via residential properties near the mill.	<b>3</b>
Local Road Access	Local roads consist of narrow country roads and require traffic to bypass some residential areas.	<b>3</b>
Proximity to urban areas, and access to labour & services	This site is remote from any nearby towns or significant residential areas. Hexham is approximately 5km away.	<b>1</b>
Compatibility of adjoining uses	There are a small number of residential properties immediately adjacent to the site.	<b>1</b>
Site characteristics and development constraints	This flat site is under 3ha in size, however, narrow with narrow thoroughfares. As there are residential properties immediately adjacent to the site, these could also be viewed as a constraint.	<b>2</b>
Market Attractiveness	Remoteness from towns and poor access will limit demand for employment use on this site.	<b>1</b>
Planning / Sustainability Factors	This Brownfield site is outwith the Fourstones settlement boundary. Although the site is accessible via public transport it is not as easily accessible as sites within the main towns and is likely to rely on the private car for regular access.	<b>2</b>
Other Comments (i.e. ownership factors, barriers to development where available)		
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B2, B8.	



Existing Vacancy Levels	None.
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war.
Condition of Existing Premises	Average.
Amount of Development Land Available	Under 10%.
Potential for Alternative Employment Use	
Existing Occupiers	Fourstones Paper Mill.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>13</b>
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**EXISTING EMPLOYMENT SITE**  
**FOURSTONES - LIMeworks**

**Reference**   **Area (ha)**  
**E14**   **2.7**



Criteria	Comment	Score (out of 5)
Current Use	The site is home to Hadrian, producers of motor body panels.	
Strategic Access	The site is 3.5km from the nearest key exit from the A69, through narrow country roads.	2
Local Road Access	The local roads are narrow country roads with sudden turns, it may also be necessary to pass through the village for Fourstones.	1
Proximity to urban areas, and access to labour & services	Located within Fourstones but as a small village a wide range of labour and services will not be available. Hexham is 6km away.	2
Compatibility of adjoining uses	There is a residential property on site and a number of properties to the north west, other than these there are no other incompatible uses.	1
Site characteristics and development constraints	The site is a regular shape. However, it is under 3ha and constrained by narrow/steep access roads, an area of archaeological interest and residential properties located within the site boundary.	1
Market Attractiveness	Difficult access and lack of profile will restrict market attractiveness.	1
Planning / Sustainability Factors	A brownfield site located within the Greenbelt adjacent to the Fourstones settlement boundary. The site is also reliant upon the private car.	2
Other Comments (i.e. ownership factors, barriers to development where available)	The whole site used by Hadrian, the house on site uses the adjacent open space as a garden.	
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B1, B2, B8, C3.	
Existing Vacancy Levels	None.	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970 - 1990.	
Condition of Existing Premises	Good.	
Amount of Development Land Available	10% including garden, under 10% without garden.	
Potential for Alternative	Currently in well established use.	



<i>Employment Use</i>	
<i>Existing Occupiers</i>	Hadrian.

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>10</b>
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## EXISTING EMPLOYMENT SITE

**Acomb**

**Reference**

**E15**

**Area (ha)**

**3.2**



Criteria	Comment	Score (out of 5)
Current Use	This is a mixed use site including an industrial estate for starter units, Henderson's Fencing, a scrap yard and a coal yard.	
Strategic Access	The site is within 1km of the nearest A69 junction. However the site is accessed through Acomb which is a residential area.	4
Local Road Access	Local roads consist of residential roads within Acomb and accessed (briefly) by a narrow track,	2
Proximity to urban areas, and access to labour & services	The site is within 1km of Acomb for some services and labour but approx 2.5km from Hexham for more comprehensive services.	3
Compatibility of adjoining uses	The site is labour intensive to the east, with B2 and B8 uses bordering residential properties.	1
Site characteristics and development constraints	This site is over 3ha in size, generally level albeit a severely steep access and a narrow access road. The site is also a regular shape, yet residential properties to the east and an area of archaeological interest on the site will prove to act as constraints to future development.	2
Market Attractiveness	Site has been attractive to local users in the past but demand will be limited	2
Planning / Sustainability Factors	This Brownfield site is located within the settlement boundary for Acomb. However, although this site is accessible via public transport, it is unlikely that the site will be accessed as regularly as within the main towns.	4
Other Comments (i.e. ownership factors, barriers to development where available)	Some starter units and Network House are vacant starter on the industrial estate. A sign also shows that freehold land is for sale.	
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B1c, B2, B8, A1.	



<i>Existing Vacancy Levels</i>	14% of whole site. On business park / starter units site alone 30%.
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	Some 1945 - 1970, some post 2000.
<i>Condition of Existing Premises</i>	Average, some good, some poor i.e. scrapyard, coal yard area - used for storage.
<i>Amount of Development Land Available</i>	A large amount is available on the industrial estate (over 50%) however on the site as a whole probably 20% approx.
<i>Potential for Alternative Employment Use</i>	Some starter units currently vacant.
<i>Existing Occupiers</i>	Henderson Fencing, Tyne Valley Buses, Valtra, David Ridley Fish and Game.

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>18</b>
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**EXISTING EMPLOYMENT SITE****Corbridge****Reference****E16****Area (ha)****0.5**

Criteria	Comment	Score (out of 5)
Current Use	Currently used for offices, a nursery and retail uses (Alexander Carrick).	
Strategic Access	Within 2km of the A69, however, the site requires traffic to pass through Corbridge Town centre and residential areas.	3
Local Road Access	Local roads are unconstrained, if approaching from A695 to the south otherwise you must pass through Corbridge and residential areas.	3
Proximity to urban areas, and access to labour & services	Within 2km of Corbridge for labour and services. However approx 4/5km away from key services in Hexham.	3
Compatibility of adjoining uses	There are no incompatible uses, however, there are residential properties located to the north of the site which may constrain some uses in future should the nature of the site change.	4
Site characteristics and development constraints	A small (under 3ha), narrow site. Generally flat, but with little room for parking or manoeuvring. The site could be restrained by nearby residential properties unless focusing on office use.	2
Market Attractiveness	Small narrow site adjacent to railway line. Attractive to small local businesses.	2
Planning / Sustainability Factors	This Brownfield site is outwith the Corbridge settlement boundary, The site benefits from good public transport links to Corbridge and rail links. However, the site will still rely upon the private car for regular business access.	3
Other Comments (i.e. ownership factors, barriers to development where available)	The site owner has submitted a planning application for more offices on site at Tinklers Yard.	
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B1, A1.	

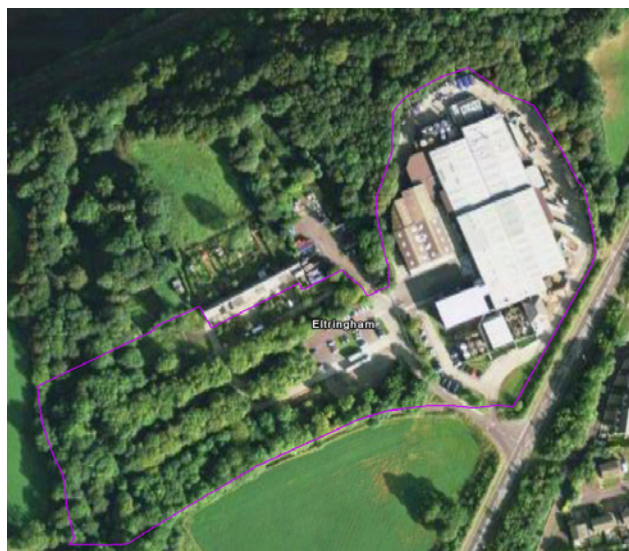


<i>Existing Vacancy Levels</i>	5 - 10%.
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	Post 2000 and 1945 - 70 (east of site).
<i>Condition of Existing Premises</i>	Good and average (east).
<i>Amount of Development Land Available</i>	Under 10%.
<i>Potential for Alternative Employment Use</i>	Further office uses.
<i>Existing Occupiers</i>	Little Tinklers Nursery, Wind Direct Limited, Alexander Carrick Kitchens.

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>20</b>
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**EXISTING EMPLOYMENT SITE****Eltringham****Reference****E17****Area (ha)****3.9**

Criteria	Comment	Score (out of 5)
Current Use	Currently used to produce metallic paint (Hammerite Limited)	
Strategic Access	The site is located 7km from the nearest major junction on the A69 and would require traffic to pass through residential areas at Stocksfield, Mickley and Prudhoe.	<b>1</b>
Local Road Access	The A695 is free moving but becomes congested through residential areas at peak times.	<b>3</b>
Proximity to urban areas, and access to labour & services	The site is within 1km of Prudhoe for labour and services which are within walking distance of this site. However, this site may not be easily accessible by bus.	<b>4</b>
Compatibility of adjoining uses	Residential properties are located to the north and south east of the site.	<b>1</b>
Site characteristics and development constraints	The site is over 3ha in size, generally level and a regular shape, yet constrained by residential properties. There is also a site of archaeological interest located on site.	<b>3</b>
Market Attractiveness	Specialist factory occupies the site and nearby residential properties will limit attractiveness.	<b>2</b>
Planning / Sustainability Factors	This mixed Brownfield and Greenfield site, is located within the Prudhoe settlement boundary. However, it is likely to be reliant upon the private car for regular access.	<b>4</b>
Other Comments (i.e. ownership factors,		



barriers to development where available)	
<b>FOR EXISTING SITES ONLY</b>	
Type of Existing Use (B1/B2/B8 other)	B2, B8
Existing Vacancy Levels	None.
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1990 - 2000.
Condition of Existing Premises	Good.
Amount of Development Land Available	Under 10%. Trees planted on open space.
Potential for Alternative Employment Use	
Existing Occupiers	Hammerite Limited.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>18</b>
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**EXISTING EMPLOYMENT SITE****Colwell****Reference****E18****Area (ha)****0.5**

Criteria	Comment	Score (out of 5)
Current Use	This site is currently home to vacant agricultural buildings.	
Strategic Access	The site is approximately 10km from the nearest junction on the A68. The A68 approaching the site has many blind summits. HGVs operate on it, but it is narrow.	<b>1</b>
Local Road Access	Narrow country roads, although quiet and uncongested the steep hills and occasional blind summit may cause problems.	<b>2</b>
Proximity to urban areas, and access to labour & services	This is a remote site, the only residential areas nearby are in the hamlet of Colwell. It is approximately 14km to the nearest key settlement.	<b>1</b>
Compatibility of adjoining uses	There are no incompatible adjoining uses.	<b>5</b>
Site characteristics and development constraints	This small site is uneven and is constrained by pylons running across the site. However, it is of a regular shape.	<b>2</b>
Market Attractiveness	Unlikely to be of any interest to employment users.	<b>1</b>
Planning / Sustainability Factors	This mixed Greenfield and Brownfield site is outwith the Colwell settlement boundary and completely reliant upon private car.	<b>2</b>
Other Comments (i.e. ownership factors, barriers to development where available)		
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	Vacant agriculture.	
Existing Vacancy Levels	100%.	



Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war.
Condition of Existing Premises	Average.
Amount of Development Land Available	Approx 40%.
Potential for Alternative Employment Use	De-allocation? Continued agricultural use?
Existing Occupiers	None.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>14</b>
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**EMPLOYMENT ALLOCATION****Hexham - Former Bunker****Reference****E20****Area (ha)****1.4**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	This is a vacant site between the Tesco Extra and the River Tyne, which is beginning to become overgrown.	
<i>Strategic Access</i>	The site is within 1km of the A69, however, the site entrance is accessed on the Hexham bridge itself which is very busy and often congested.	<b>3</b>
<i>Local Road Access</i>	Accessed via congested Hexham town centre roads and Hexham Bridge (A6079)	<b>2</b>
<i>Proximity to urban areas, and access to labour &amp; services</i>	Within 1km of Hexham and it's services / residential areas, accessible on foot or via bus.	<b>5</b>
<i>Compatibility of adjoining uses</i>	The site is within an existing employment area.	<b>5</b>
<i>Site characteristics and development constraints</i>	Under 3ha, would require clearance and some minor levelling. Regular shape, a major constraint is the site access and the fact the site is within flood zone 3.	<b>1</b>
<i>Market Attractiveness</i>	The site itself looks reasonably attractive but access is a major constraint.	<b>2</b>
<i>Planning / Sustainability Factors</i>	Within Hexham settlement, brownfield site and accessible via public transport.	<b>5</b>
<i>Other Comments (i.e. ownership factors, barriers to development where available)</i>	The fact that the site is actually accessed from the busy bridge is a key issue / constraint.	

[Scoring: 5 = best, 1 = worst]

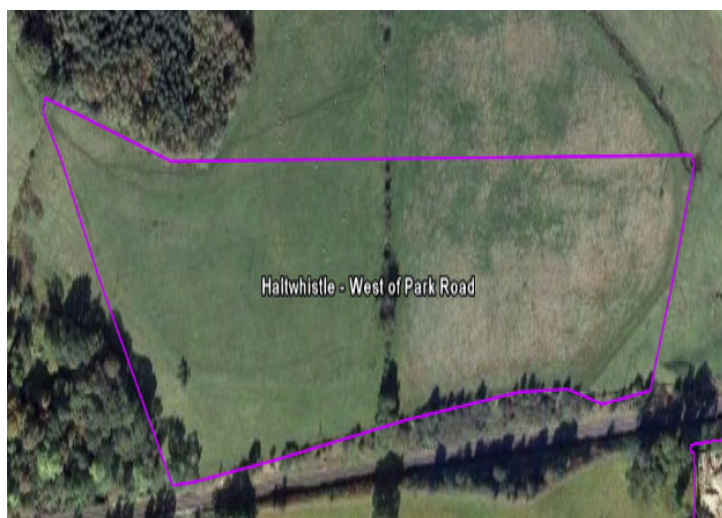
**TOTAL SCORE:****23**



**EXISTING EMPLOYMENT SITE****CATTON, RIDLEYS YARD****Reference Area (ha)****E21****0.978**

Criteria	Comment	Score (out of 5)
Current Use	This large brownfield site is home to starter units for small businesses such as Stars Arts Centre and Steve Purteus Chartered Surveyors.	
Strategic Access	The site is approximately 18km from the nearest junction on the A69, and requires traffic to pass through Catton.	1
Local Road Access	The local roads are narrow country roads, accessed via residential areas in Catton.	1
Proximity to urban areas, and access to labour & services	This is a remote site, within 1km of Catton for basic services, but the main services in Haltwhistle are 16km away.	2
Compatibility of adjoining uses	There are no incompatible surrounding uses.	5
Site characteristics and development constraints	This site is of a regular shape and is flat but constrained by a concealed access. The site is also under 3ha, part of which (approximately 10%) falls within Flood zone 3. Parts of the site are recognised as areas of archaeological importance, whilst there is also a listed building on site.	1
Market Attractiveness	This sites remote location is likely to restrict market demand other than local users.	1
Planning / Sustainability Factors	This Brownfield site is outwith the settlement boundary of Caton and heavily reliant upon the private car.	2
Other Comments (i.e. ownership factors, barriers to development where available)		
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B1, A1, A3.	
Existing Vacancy Levels	Zero.	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Post 2000.	
Condition of Existing Premises	Good.	



**EMPLOYMENT ALLOCATION****HALTWHISTLE - WEST OF PARK ROAD****Reference****E22****Area (ha)****4.8**

Criteria	Comment	Score (out of 5)
Current Use	Grazing farmland.	
Strategic Access	Within 2km of A69 but railway track requires traffic to go through Haltwhistle. Additionally, the A69 is not dualled in the Haltwhistle area (or within 5km).	<b>1</b>
Local Road Access	Site accessed through congested town centre roads and residential area.	<b>2</b>
Proximity to urban areas, and access to labour & services	Very close to Haltwhistle town centre and residential areas and is served by public transport.	<b>5</b>
Compatibility of adjoining uses	Largely surrounded by open space. Residential properties to the east, although they are not adjacent to the site.	<b>4</b>
Site characteristics and development constraints	The land undulates from the south to north (see plan) and there are pylons located on the land. The site is large and regular in shape.	<b>2</b>
Market Attractiveness	Access difficult, physical barriers to development and low demand for Haltwhistle generally.	<b>1</b>
Planning / Sustainability Factors	Greenfield site, not currently allocated, however accessible from Haltwhistle.	<b>2</b>
Other Comments (i.e. ownership factors, barriers to development where available)	Pylons located on site may act as a barrier to development.	

[Scoring: 5 = best, 1 = worst]

**TOTAL SCORE:****17**



<i>Amount of Development Land Available</i>	Over 50%.
<i>Potential for Alternative Employment Use</i>	There is potential for more starter units on this site.
<i>Existing Occupiers</i>	Star arts centre, Steve Purteus chartered surveyors.

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>13</b>
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**EXISTING EMPLOYMENT SITE**  
**HALTWHISTLE STATION**

**Reference**  
**E23**

**Area (ha)**  
**0.4**



Criteria	Comment	Score (out of 5)
Current Use	This town centre site is in use by a vets, dentists and also for office uses.	
Strategic Access	20km from the nearest major junction on the A69, traffic would also need to pass through the centre of Haltwhistle.	1
Local Road Access	Unless approaching from B6322 to the east, local roads consist of congested town centre roads and residential streets.	2
Proximity to urban areas, and access to labour & services	The site is within Haltwhistle town centre; therefore, residential areas and services are walkable.	5
Compatibility of adjoining uses	The site is bounded by Haltwhistle station to the south and residential properties to the north.	4
Site characteristics and development constraints	The site is flat, a regular shape yet under 3ha and with residential properties nearby.	3
Market Attractiveness	Potential small scale local demand for offices but unlikely to have appeal to wider market.	2
Planning / Sustainability Factors	This brownfield site, is located within the town centre and is easily accessible by public transport.	5
Other Comments (i.e. ownership factors, barriers to development where available)		
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B1, D1	
Existing Vacancy Levels	25% provided unit 2 is vacant , otherwise 0%.	
Age of existing Premises	Post 2000.	



<i>(pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	
<i>Condition of Existing Premises</i>	Good.
<i>Amount of Development Land Available</i>	Under 10%.
<i>Potential for Alternative Employment Use</i>	Potential for office starter units (however already in use for offices).
<i>Existing Occupiers</i>	Capontree Vets, Dental Practice.

<b>TOTAL SCORE:</b>	<b>22</b>
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**EMPLOYMENT ALLOCATION****Bellingham - South of Demense Farm****Reference****E24****Area (ha)****0.15**

Criteria	Comment	Score (out of 5)
Current Use	This is currently an area of poor quality land used for storage purposes.	
Strategic Access	The site is 22km from the nearest strategic junction at the A68/A69. The site is accessed via narrow country roads and Bellingham also has a number of bridges which may restrict HGV movement.	<b>1</b>
Local Road Access	The local roads include 2 bridges, and require traffic to travel through residential areas and the village centre.	<b>1</b>
Proximity to urban areas, and access to labour & services	The site is within Bellingham for some labour and services; however, the site is over 20km from key towns within the region.	<b>2</b>
Compatibility of adjoining uses	The site is bounded by employment land to the north, agriculture to the south and east and residential areas to the west.	<b>4</b>
Site characteristics and development constraints	This is a small site requiring clearance and narrow access due to parked vehicles. The site is generally level and regular shape however, it is severely constrained by the fact that 70% of the site falls within Flood Zone 2.	<b>1</b>
Market Attractiveness	Remote location/difficult access and small area will limit demand.	<b>1</b>
Planning / Sustainability Factors	This Brownfield site is located within the settlement boundary. However, the site is very remote and only likely to be accessed regularly by car.	<b>2</b>
Other Comments (i.e. ownership factors, barriers to development where available)	There are two units on site, a vacant, poor quality tin shed and a garage.	

[Scoring: 5 = best, 1 = worst]

**TOTAL SCORE:****12**



**EXISTING EMPLOYMENT SITE****HAYDON BRIDGE - NORTH OF STATION ROAD****Reference Area (ha)****E25****0.936**

Criteria	Comment	Score (out of 5)
Current Use	Mainly a vacant site, storage areas with solitary warehouses and sheds. Allotments are located to the west.	
Strategic Access	The site is 9km away from the nearest key junction on the A69. Traffic would also need to travel through Haydon Bridge, causing congestion.	<b>1</b>
Local Road Access	Local roads include residential streets, however the main road through Haydon Bridge (A686) and the B6319 are unconstrained.	<b>3</b>
Proximity to urban areas, and access to labour & services	Within 1km of the amenities found within Haydon Bridge, but a wider range of services would be available in Hexham, which is 9km away.	<b>3</b>
Compatibility of adjoining uses	There are no incompatible uses surrounding the site.	<b>5</b>
Site characteristics and development constraints	The site is flat, of regular shape with no incompatible uses adjacent however, the site is under 3ha in size and the nearby roads are within residential neighbourhoods. 70% of the site also falls within Flood Zone 2.	<b>2</b>
Market Attractiveness	Site is used mainly for local storage. Facilities poor and not up to modern standards.	<b>1</b>
Planning / Sustainability Factors	A Brownfield site adjacent to the Haydon Bridge settlement boundary. However, it is likely that although the site is accessible via public transport, it would not be accessed as regularly as in the main towns.	<b>4</b>
Other Comments (i.e. ownership factors, barriers to development where available)	It is difficult to establish whether the buildings are vacant, the hardstanding areas are in use for storage and parking of large vehicles but the sheds remain closed.	
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B8, other i.e. coach park / service yard.	
Existing Vacancy Levels	Unsure whether the buildings are vacant if so 10%, if not 0%.	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1945 - 1970.	
Condition of Existing Premises	Poor.	



<i>Amount of Development Land Available</i>	Over 50%.
<i>Potential for Alternative Employment Use</i>	There is scope to upgrade this site.
<i>Existing Occupiers</i>	Centurion Tours.

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>16</b>
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**EXISTING EMPLOYMENT SITE****Wark - Sawmill****Reference****E26****Area (ha)****0.3**

Criteria	Comment	Score (out of 5)
Current Use	The site is currently In use as a Sawmill and storage area.	
Strategic Access	The site is approximately 15km from the nearest strategic road junction and if approaching from the south (i.e. A69) may need to pass over a single lane bridge near Simonburn.	<b>1</b>
Local Road Access	Local roads consist of narrow country roads, although they are uncongested. There is a bridge at Wark which may restrict the movement of some HGVs. If approaching from the north then traffic will also be required to pass through Wark.	<b>2</b>
Proximity to urban areas, and access to labour & services	The site is close to the village of Wark for basic services and some potential labour, otherwise the site is over 15km from the larger towns within the region.	<b>2</b>
Compatibility of adjoining uses	There are no incompatible adjoining uses.	<b>5</b>
Site characteristics and development constraints	This is a small, level site, of regular shape. However, the whole site falls within Flood Zone 3 and the pylons on the eastern edge of the site also provide constraint to development.	<b>1</b>
Market Attractiveness	Remote location and poor access/small area make the site of low appeal.	<b>1</b>
Planning / Sustainability Factors	This Brownfield site is outwith the settlement boundary and reliant upon the private car.	<b>2</b>
Other Comments (i.e. ownership factors, barriers to development where available)	A bridge crosses the river just before you reach the site. However, it appears that HGVs are currently able to cross it.	
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B2.	



<i>Existing Vacancy Levels</i>	0%, assuming Paul Armstrong is still in business (01434 230 777).
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	1945 - 70.
<i>Condition of Existing Premises</i>	Average.
<i>Amount of Development Land Available</i>	Approx 50%, provided storage area was identified.
<i>Potential for Alternative Employment Use</i>	Intensification of uses on 'storage / parking' area.
<i>Existing Occupiers</i>	Paul Armstrong, MJF Wood enterprises.

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>14</b>
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**EMPLOYMENT ALLOCATION****Stocksfield - adjacent to Station****Reference****E27****Area (ha)****0.3**

Criteria	Comment	Score (out of 5)
Current Use	Unused open space.	
Strategic Access	The site is 3.5km from the A69 and requires traffic to pass through residential areas.	2
Local Road Access	The local roads are relatively unconstrained. However, they pass through Stocksfield which is a residential area.	4
Proximity to urban areas, and access to labour & services	The site is adjacent to Stocksfield for some basic services and some residential properties. However, it is approximately 4km from Prudhoe for most services.	2
Compatibility of adjoining uses	The site is bounded by open space to the south, west and north (over the road and railway) but by the station to east and residential to the south east.	4
Site characteristics and development constraints	A small (under 3ha), generally level site (slightly sloping areas) but narrow and has residential areas nearby.	2
Market Attractiveness	Small, narrow site unlikely to be of great interest to the general market.	1
Planning / Sustainability Factors	A Brownfield site within Stocksfield. Despite being adjacent to the station, it is likely that it can only accessed regularly via private car.	3
Other Comments (i.e. ownership factors, barriers to development where available)		

[Scoring: 5 = best, 1 = worst]

**TOTAL SCORE:****18**



**EXISTING EMPLOYMENT SITE****Mickley - Tyne Valley Garden Centre****Reference****E28****Area (ha)****1.06**

Criteria	Comment	Score (out of 5)
Current Use	This site is currently in use as a garden centre.	
Strategic Access	The site is approximately 6km from the nearest major junction on the A69, however requires traffic to pass through residential areas at Stocksfield and Mickley.	<b>1</b>
Local Road Access	There is potential for the A695 to become congested through residential areas, otherwise the local roads are free moving.	<b>3</b>
Proximity to urban areas, and access to labour & services	The site is within 1km of Mickley and Prudhoe for labour and services, which are easily accessible via public transport.	<b>5</b>
Compatibility of adjoining uses	There are no incompatible uses to the north, east and south but residential properties are located to the west. As this site is home to A1 uses residential properties are not believed to be incompatible.	<b>5</b>
Site characteristics and development constraints	This is a sloping site, with a difficult and sudden entrance off the A695. The site is also under 3ha in size.	<b>1</b>
Market Attractiveness	The site has physical disadvantages to redevelopment for employment use and is next to residential properties.	<b>1</b>
Planning / Sustainability Factors	A Brownfield site, adjacent to the Mickley Square settlement boundary and accessible via public transport. However, this is also Greenbelt land.	<b>1</b>
Other Comments (i.e. ownership factors, barriers to development where available)		
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	A1	

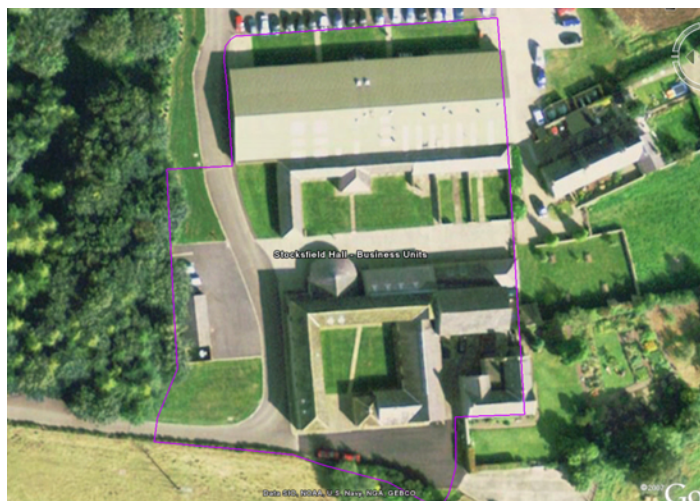


Existing Vacancy Levels	None.
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1945 - 1970.
Condition of Existing Premises	Poor.
Amount of Development Land Available	Under 10% / none.
Potential for Alternative Employment Use	
Existing Occupiers	Tyne Valley Nurseries.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>17</b>
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**EXISTING EMPLOYMENT SITE****Stocksfield Hall Units****Reference****E29****Area (ha)****0.5**

Criteria	Comment	Score (out of 5)
Current Use	This site is currently used for office purposes.	
Strategic Access	Within 3km of the A69 and bypasses residential areas.	4
Local Road Access	Local access is via free moving roads avoiding Stocksfield and other residential areas, however they are winding and narrow country roads.	4
Proximity to urban areas, and access to labour & services	The site is less than 1km from Stocksfield for very basic services and a small amount of labour. However, the site is 4km from Prudhoe for more comprehensive services, this would require a car.	2
Compatibility of adjoining uses	There are no incompatible adjoining uses.	5
Site characteristics and development constraints	This is a generally level site, of a regular shape. However, it is under 3ha in size and includes 3 sites of archaeological interest.	2
Market Attractiveness	Reasonable quality accommodation within the Tyne Valley with a good mix of current occupiers.	4
Planning / Sustainability Factors	This site consists of both Brownfield and Greenfield land and is located outwith any settlement boundary within the Greenbelt. This site is also wholly reliant upon cars.	1
Other Comments (i.e. ownership factors, barriers to development where available)		

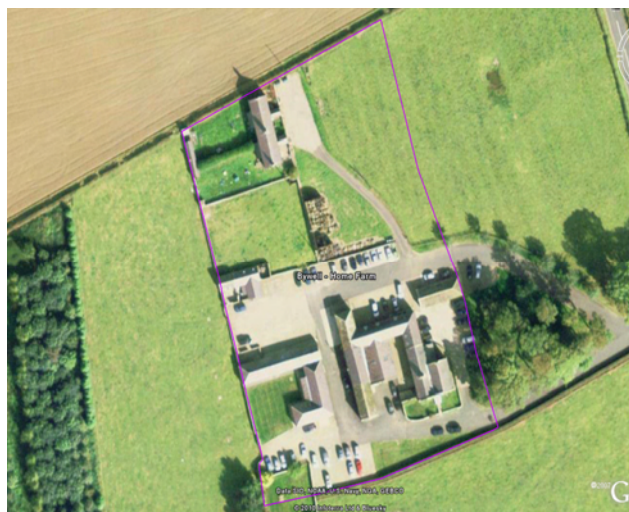


<b>FOR EXISTING SITES ONLY</b>	
Type of Existing Use (B1/B2/B8 other)	B1.
Existing Vacancy Levels	15%.
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Post 2000.
Condition of Existing Premises	Good.
Amount of Development Land Available	None.
Potential for Alternative Employment Use	
Existing Occupiers	SCM Pharma, IHC Engineering, 12i consultants Limited.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>22</b>
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**EXISTING EMPLOYMENT SITE****Bywell - Home Farm****Reference****E30****Area (ha)****1.04**

Criteria	Comment	Score (out of 5)
Current Use	This site is currently used for both office units and residential properties.	
Strategic Access	The site is approximately 2km away from the nearest key junction on the A69. However, following the junction, traffic must travel along narrow country roads.	4
Local Road Access	These are moving roads; however some corners may be hazardous on narrower country roads. There is also a bridge crossing the Tyne to the south of the site near Stocksfield which could potentially be restrictive for some vehicles.	3
Proximity to urban areas, and access to labour & services	This is a remote site, located approximately 2km from Stocksfield for basic services, 4km to Prudhoe and 10km from Hexham for more comprehensive services.	1
Compatibility of adjoining uses	There are no incompatible uses adjoining the site, however there are residential uses on site.	4
Site characteristics and development constraints	The site is under 3ha in size, but flat and a regular shape. Residential uses on site shouldn't clash with B1 uses; however, there are three sites of archaeological interest located on the site.	3
Market Attractiveness	Unlikely to be attractive to general industrial or office users due to poor location and current site users.	1
Planning / Sustainability Factors	This mixed Brownfield and Greenfield site is located outwith any settlement boundary within the Greenbelt. The site is also reliant upon public transport.	2
Other Comments (i.e. ownership factors, barriers to development where available)		
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use	B1 and C3	



<i>(B1/B2/B8 other)</i>	
<i>Existing Vacancy Levels</i>	Under 10% - 1 vacant unit spotted.
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	Pre-war.
<i>Condition of Existing Premises</i>	Good.
<i>Amount of Development Land Available</i>	20 - 40% (if storage area is removed 40%).
<i>Potential for Alternative Employment Use</i>	Further offices, although unsustainable location.
<i>Existing Occupiers</i>	Paper Dove Co. Wheaton Associates, Bywell Estate Office.

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>18</b>
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**EXISTING EMPLOYMENT SITE****Ocrelands Farm****Reference****E31****Area (ha)****0.4**

Criteria	Comment	Score (out of 5)
Current Use	Starter units for crafts shops within a rural farm setting.	
Strategic Access	Approximately 2.5km from the A69 and traffic must reach the site via Hexham town centre and narrow country roads.	<b>2</b>
Local Road Access	The local roads consist of narrow country roads.	<b>2</b>
Proximity to urban areas, and access to labour & services	Approximately 2km from Hexham for services and residential properties however, the site is reliant upon the private car.	<b>2</b>
Compatibility of adjoining uses	No incompatible uses (open space).	<b>5</b>
Site characteristics and development constraints	A small (under 3ha), generally level, regularly shaped site with no real constraints.	<b>3</b>
Market Attractiveness	Limited attraction for employment uses due to location/situation and specialist nature of units.	<b>1</b>
Planning / Sustainability Factors	This mainly Brownfield site is outwith the settlement boundary on Greenbelt land. However, the site is reliant on the private car.	<b>1</b>
Other Comments (i.e. ownership factors, barriers to development where available)		
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	A1	
Existing Vacancy Levels	Zero, according to a member of staff on site.	



Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Post war.
Condition of Existing Premises	Good.
Amount of Development Land Available	Under 10%.
Potential for Alternative Employment Use	
Existing Occupiers	Home Scents.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>16</b>
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**EXISTING EMPLOYMENT SITE****Newlands - Marley Tile Co.****Reference****E32****Area (ha)****10.364**

Criteria	Comment	Score (out of 5)
Current Use	This is currently vacant and was formerly used as a tile works.	
Strategic Access	The site is 9km away from the nearest major junction on the A69.	<b>1</b>
Local Road Access	The roads are relatively free moving, however some roads are quite narrow and winding when approaching via the A695.	<b>4</b>
Proximity to urban areas, and access to labour & services	The site is within 1km of Ebchester for basic services and labour but it is approximately 4km from Consett which would require either a car or bus.	<b>2</b>
Compatibility of adjoining uses	There are no incompatible adjacent uses.	<b>5</b>
Site characteristics and development constraints	This is a large, regularly shaped and relatively flat site, however the west of the site slopes from south to north. There is also a site of archaeological interest on the site which will constrain development	<b>3</b>
Market Attractiveness	Poor location and greenbelt situation mean this is not likely to be attractive to new employment use.	<b>1</b>
Planning / Sustainability Factors	This mixed Brownfield and Greenfield site is located outwith any settlement boundary within the Green belt. This site is also reliant upon the private car.	<b>2</b>
Other Comments (i.e. ownership factors, barriers to development where available)	I was unable to access the site as the gates were locked.	
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	Formerly B2 / B8 ( now vacant).	
Existing Vacancy Levels	100%.	
Age of existing Premises	Pre-war / 1945-1970.	



(pre war; 1945-1970; 1970-90; 1990-00; post 2000)	
<i>Condition of Existing Premises</i>	Poor.
<i>Amount of Development Land Available</i>	Over 50%, potentially the whole site.
<i>Potential for Alternative Employment Use</i>	Upgrade or de-allocate.
<i>Existing Occupiers</i>	None.

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>18</b>
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**EXISTING EMPLOYMENT SITE****Acomb Harford Haulage****Reference****E33****Area (ha)****4.7**

Criteria	Comment	Score (out of 5)
Current Use	This former quarry is currently used by Howford Haulage. Currently noted by NCC as Heidelberg Cement Group.	
Strategic Access	This site is within 2km of A69 junction; however, the site is accessed through Acomb and along a single lane track which is impossible for 2 vehicles to pass by in the opposite direction.	<b>2</b>
Local Road Access	The local roads consist of residential roads within Acomb and then a single lane track.	<b>1</b>
Proximity to urban areas, and access to labour & services	The site is within 1km of Acomb for some services and labour, approx 3.5km from Hexham for more comprehensive services.	<b>3</b>
Compatibility of adjoining uses	There are no incompatible adjoining uses.	<b>5</b>
Site characteristics and development constraints	<p>This is a large site of regular shape. However, it is constrained by its narrow approach and access. The site is also very uneven as a former quarry and is home to three areas of archaeological interest.</p> <p>It should be noted that chemicals are stored on site here and therefore there is the potential for contamination.</p>	<b>1</b>
Market Attractiveness	Physical constraints, poor access and potential contamination make this unattractive.	<b>1</b>
Planning / Sustainability Factors	This Brownfield site is outwith the settlement boundary on Greenbelt land. It is also reliant upon the private car.	<b>2</b>
Other Comments (i.e. ownership factors, barriers to development where available)	There is a large amount of open space due to truck / HGV turning circles. Other than the man made paths the area is very uneven.	

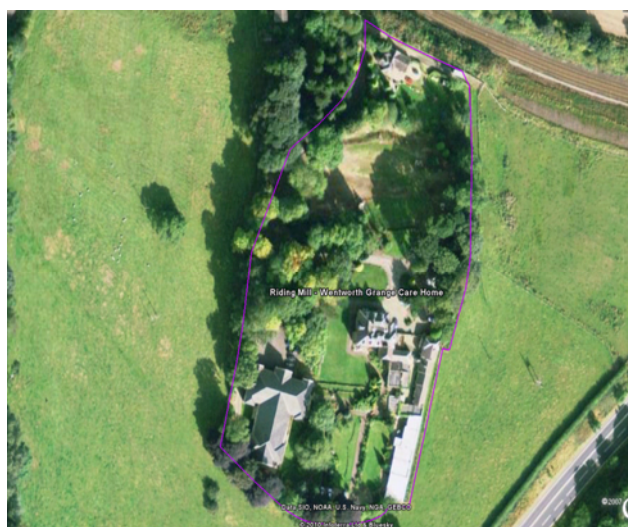


<b>FOR EXISTING SITES ONLY</b>	
Type of Existing Use (B1/B2/B8 other)	B8.
Existing Vacancy Levels	None.
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1990 - 00 or post 2000 i.e. haulage equipment and porta cabin.
Condition of Existing Premises	Average.
Amount of Development Land Available	Over 50% however, very uneven due to former quarry and motocross.
Potential for Alternative Employment Use	
Existing Occupiers	Howford Haulage.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>15</b>
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**EXISTING EMPLOYMENT SITE****Riding Mill - Wentworth Grange****Reference****E34****Area (ha)****1.6**

Criteria	Comment	Score (out of 5)
Current Use	Currently in use as a care home.	
Strategic Access	The site is within 2.5km of the A69, however, this requires traffic to pass through residential Riding Mill.	3
Local Road Access	The site is accessed via Underwood Road, a narrow single lane road, passing through residential areas. Two cars are unlikely to pass by each other easily on this road. Other local roads consist of residential roads within Riding Mill.	1
Proximity to urban areas, and access to labour & services	The site is within Riding Mill for some labour and services, however, it is 8 km from Hexham for more comprehensive services.	2
Compatibility of adjoining uses	There are no incompatible adjoining uses.	5
Site characteristics and development constraints	This very steep site is under 3ha in size with a narrow and steep access. The site is however, regularly shaped.	2
Market Attractiveness	Physical attributes/poor access and location are unlikely to appeal to employment users	1
Planning / Sustainability Factors	This mixed Greenfield/Brownfield site is located outwith the Riding Mill settlement boundary within the Greenbelt. Unless travelling from Riding Mill it is unlikely that this site will be regularly accessible via public transport.	2
Other Comments (i.e. ownership factors, barriers to development where available)	It was difficult to establish whether the building to the east of the site was part of the care home or a residential development.	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	C2	



<i>Existing Vacancy Levels</i>	Zero
<i>Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	Pre-war.
<i>Condition of Existing Premises</i>	Good.
<i>Amount of Development Land Available</i>	0% although there is open space within the site it is either in use as gardens or wooded and extremely steep.
<i>Potential for Alternative Employment Use</i>	
<i>Existing Occupiers</i>	Wentworth Grange Care Home.

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>16</b>
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**EXISTING EMPLOYMENT SITE****Hexham - The Goods Yard****Reference****E35****Area (ha)****3.7**

Criteria	Comment	Score (out of 5)
Current Use	Currently used by Benfield Motors, Matthew Charlton Machinery Hire, Hadrian Farm Supplies and PSE Timber.	
Strategic Access	The site is within 1km of the A69, however, it requires traffic to pass through congested roads within the town centre.	<b>3</b>
Local Road Access	The local roads are often congested within Hexham town centre and around the station. Traffic is also required to pass over Hexham bridge, however, it seems that this bridge is able to accommodate HGV movements.	<b>2</b>
Proximity to urban areas, and access to labour & services	The site is within 1km of Hexham's labour and services, which is accessible either on foot or via public transport.	<b>5</b>
Compatibility of adjoining uses	The site is within a wider employment area to the north, west and east. However, residential properties are located to the south adjoining B8 uses.	<b>2</b>
Site characteristics and development constraints	This large, flat site is of a regular shape. However, it is constrained by residential properties to the south and falls within Flood Zones 2 and 3 (50% zone 2 and 5% zone 3). The site is also a conservation area containing a listed building and 4 sites of archaeological interest.	<b>2</b>
Market Attractiveness	Although there are a number of constraints on the site its location and population between the town centre and A69 and proximity to the Station makes it an attractive proposition.	<b>3</b>
Planning / Sustainability Factors	This Brownfield site falls within the Hexham settlement boundary and is accessible via public transport from within Hexham.	<b>5</b>
Other Comments (i.e. ownership factors, barriers to development)	There is a large amount of open space, but likely to need clearance work ahead of development. Fly tipping also an issue adjacent to the Timber Yard.	



where available)	
<b>FOR EXISTING SITES ONLY</b>	
Type of Existing Use (B1/B2/B8 other)	B8, Sui Generis (Petrol station, Timber Merchants Yard)
Existing Vacancy Levels	Under 10%.
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Pre-war.
Condition of Existing Premises	Good and average. Pre-war stone buildings well kept (near station).
Amount of Development Land Available	Approx 40% (including the former works to the south east of the site).
Potential for Alternative Employment Use	There is potential for office uses in this central location.
Existing Occupiers	Benfield Motors, Hadrian Farm Supplies, Matthew Charlton.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>22</b>
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## EXISTING EMPLOYMENT SITE

**Ashington Jubilee**

**Reference**

**F1**

**Area (ha)**

**17.5**



Criteria	Comment	Score (out of 5)
Current Use	This is a mixed use site used for offices, storage space, garages, general industry and distribution.	
Strategic Access	The site is approximately 2.5km from A189, approaching through possibly congested residential roads.	3
Local Road Access	The local roads have the potential to become congested at peak times junctions. Traffic is also required to pass through residential areas.	2
Proximity to urban areas, and access to labour & services	Within 1km of Ashington and its labour and services, the town centre is within walking distance and the site benefits from good pubic transport links.	5
Compatibility of adjoining uses	The site is surrounded by residential properties.	1
Site characteristics and development constraints	This is a flat site, over 3ha in size and of a regular shape with good access, However, the site is constrained by residential surroundings and pylons running across the site adjacent to the caravan store. The site is also identified as a site of archaeological interest.	3
Market Attractiveness	Established but old industrial estate struggling to meet modern occupiers requirements.	2
Planning / Sustainability Factors	This is a Brownfield site with some Greenfield areas. The site is within the settlement boundary and easily accessible by bus, cycling and walking.	4
Other Comments (i.e. ownership factors, barriers to development where available)	Pylons ran across north of site. Service centre building i.e. unit 8 - 5 + 6 seem quite derelict yet in use.	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B1, B1c, B2, A1	
Existing Vacancy Levels	15% approx.	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post	Mainly 1945 - 1970.	



2000)	
<i>Condition of Existing Premises</i>	Average - some poor / derelict i.e. 8 (5+6).
<i>Amount of Development Land Available</i>	20% approx.
<i>Potential for Alternative Employment Use</i>	Potential for upgrade to office uses.
<i>Existing Occupiers</i>	Astley coaches, Remploy, Jubilee Caravans.

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>20</b>
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**EXISTING EMPLOYMENT SITE****Ashington – North Seaton****Reference****F02****Area (ha)****29.8**

Criteria	Comment	Score (out of 5)
Current Use	Mixed uses consisting of recycling, an ambulance station and garden centre to niche outlets and some light distribution.	
Strategic Access	Within 1km of A189 along with unconstructed roads, however bypasses a residential area of North Seaton.	4
Local Road Access	The local roads on site could potentially become congested at busy times and the main road (B1334) bypasses residential areas.	3
Proximity to urban areas, and access to labour & services	Within 1 km of Ashington town centre with good public transport links to the main services.	5
Compatibility of adjoining uses	There are residential uses to the north and west, however, the site is unconstrained to east and south where the construction and areas of open space are currently adjacent to.	3
Site characteristics and development constraints	A large, flat site of regular shape. However, the site is constrained by residential uses in north & west and 2 areas of archaeological interest.	3
Market Attractiveness	Well established industrial/commercial estate although newer redevelopments have had mixed take up.	3
Planning / Sustainability Factors	A mix of Brownfield and Greenfield land within the settlement boundary, with good public transport links.	4
Other Comments (i.e. ownership factors, barriers to development where available)	Construction is currently taking place in the south east of the site, extending the retail and distribution development shown in the photo above.	
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B1C, B2, B8, A1	
Existing Vacancy Levels	30%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970-1990 and post 2000	



<i>Condition of Existing Premises</i>	Good, however some are poor i.e. Northumberland County Council Training Centre
<i>Amount of Development Land Available</i>	30% (not including area under construction)
<i>Potential for Alternative Employment Use</i>	Upgrade to offices
<i>Existing Occupiers</i>	Vauxhall, Royal Mail, Northumberland Council, Acom Timber

[**Scoring:** 5 = best, 1 = worst]

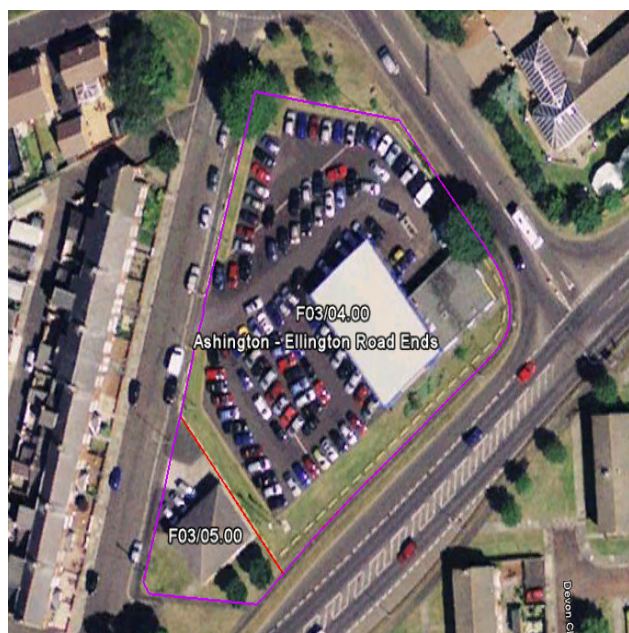
<b>TOTAL SCORE:</b>	<b>25</b>
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**EXISTING EMPLOYMENT SITE**  
**ELLINGTON ROAD END**

**Reference**  
**F3**

**Area (ha)**  
**0.4**



Criteria	Comment	Score (out of 5)
Current Use	Currently used as a car dealership and a fire/security business.	
Strategic Access	3.5km from the A189 and is accessed via residential roads within Ashington.	3
Local Road Access	Generally good road access, however it requires traffic to pass through residential area and could become congested at peak times.	3
Proximity to urban areas, and access to labour & services	Within 1km of Ashington and its services. Good bus links and the town centre is accessible on foot.	5
Compatibility of adjoining uses	The site is surrounded by residential properties on all sides. However, the site is not subject to B class uses.	3
Site characteristics and development constraints	The site is flat, a regular shape, yet under 3ha and bounded by residential properties which would constrain further development.	2
Market Attractiveness	Not suitable for industrial uses due to surrounding residential. Unlikely to attract office use due to better alternatives.	1
Planning / Sustainability Factors	This brownfield site is within the Ashington settlement boundary and regularly accessible via public transport.	5
Other Comments (i.e. ownership factors, barriers to development where available)	Very little space for development (expansion), narrow to south west.	
<b>FOR EXISTING SITES ONLY</b>		



Type of Existing Use (B1/B2/B8 other)	A1
Existing Vacancy Levels	Zero.
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970 - 1990.
Condition of Existing Premises	Average
Amount of Development Land Available	Over 50% (if including forecourt) if not than 0%.
Potential for Alternative Employment Use	Already in active use. However, this site could potentially be upgraded for office.
Existing Occupiers	Woodham motors, Coretech fire and security.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>22</b>
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**EXISTING EMPLOYMENT SITE****Barrington****Reference****F4****Area (ha)****12.8**

Criteria	Comment	Score (out of 5)
Current Use	Used by manufacturers such as Pipetech, Charton and Barrington Metal Works. Starter units are also in use as well as a waste transfer station	
Strategic Access	Within 2km from the A189. However, most traffic would need to pass through residential Bedlington which could become constrained at peak times.	3
Local Road Access	The site is accessed via unconstrained roads. However, due to the proximity of Bedlington, these could be congested at times.	4
Proximity to urban areas, and access to labour & services	Within 2km of Bedlington, it may be difficult to walk to residential areas and services from this site. It would require a car or bus.	3
Compatibility of adjoining uses	No incompatible uses, surrounded by open space.	5
Site characteristics and development constraints	This is a large, flat site of regular shape. However, there is one HSE exclusion zone within the site with a radius of 135m and one area of archaeological interest which could constrain development.	2
Market Attractiveness	Reasonably popular industrial estate but access through Bedlington is a disadvantage.	2
Planning / Sustainability Factors	This is a Brownfield site, located within the settlement boundary. However, It is likely to be reliant upon the private car in order to gain regular access as it is located away from residential areas on the busy Barrington Road.	4
Other Comments (i.e. ownership factors, barriers to development where available)	Pipe Tech are currently renting the Canadian Pine site.  Impossible to access the north west corner, overhead shows open space / wasteland used for storage.	



<b>FOR EXISTING SITES ONLY</b>	
Type of Existing Use (B1/B2/B8 other)	B2c, B8 and B2.
Existing Vacancy Levels	20%.
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mix of 1945 - 70, 1970 - 90 and post 2000.
Condition of Existing Premises	Average and good.
Amount of Development Land Available	Approx 30% (some land currently used for storage).
Potential for Alternative Employment Use	There are already starter units here, but many vacant starter units.
Existing Occupiers	Hanover Dairies, Pipetech, Charcon.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>23</b>
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**EXISTING EMPLOYMENT SITE****Barrington Brickworks****Reference****F05****Area (ha)****3.6**

Criteria	Comment	Score (out of 5)
Current Use	The site consists of five separate employment spaces with uses including Cemex Cement, La Farge Cement, Garages, Haulage and a Fire Rescue Office.	
Strategic Access	The site is within 1km of the A189. However, as the site requires traffic to pass through Bedlington there could be some congestion.	3
Local Road Access	The site is accessed via relatively unconstrained residential roads. However, there could be congestion at busy times.	4
Proximity to urban areas, and access to labour & services	Within 2km of Bedlington with good pedestrian access to residential areas. The site is also close to bus stops.	4
Compatibility of adjoining uses	There are no constraints to the west and north, however there are residential properties to the east and south adjoining B2 and B8 uses.	1
Site characteristics and development constraints	The site is flat and its split into areas of varying size and shape (some of which are quite narrow), with the overall size coming to over 3ha. The site is however, constrained by residential units to south and east.	3
Market Attractiveness	Attraction to niche uses but unlikely to be generally attractive in the market.	2
Planning / Sustainability Factors	This Brownfield site is accessible via public transport and is within the settlement boundary of Bedlington.	5
Other Comments (i.e. ownership factors, barriers to development where available)	Units marked as vacant in records, 2 are now occupied for storage purposes or garages.	
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B2, other i.e. garages.	
Existing Vacancy Levels	Unit 10%.	



Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mix, pre-war, 1945-1970.
Condition of Existing Premises	Average.
Amount of Development Land Available	10%.
Potential for Alternative Employment Use	Niche uses could develop here? Garages have appeared in 'vacant' units.
Existing Occupiers	La Farge, Cemex, MH Charton Removals.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>23</b>
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**EXISTING EMPLOYMENT SITE****Bedlington Station****Reference****F06****Area (ha)****8.7**

Criteria	Comment	Score (out of 5)
Current Use	This site is used by Welwyn Electronics Site (R&D)	
Strategic Access	The site is within 1km of the A189 via unconstrained roads, however, the A1147 passes through residential areas.	4
Local Road Access	The site is accessed via relatively free moving roads, however, the local roads also pass through residential areas to the south.	4
Proximity to urban areas, and access to labour & services	The site is within 1km of Bedlington, with good pedestrian access to residential areas.	5
Compatibility of adjoining uses	There are residential properties to the south and west; however the site seems to be used for R&D rather than more intensive industry.	3
Site characteristics and development constraints	This is a large, flat site of regular shape. However, with residential properties close by this can represent a constraint. The buildings are considered old and obsolete for the needs of modern users, and comprehensive redevelopment may prove prohibitive for future occupiers.	1
Market Attractiveness	Current vacancies indicate poor attraction to modern users.	1
Planning / Sustainability Factors	This Brownfield site is located within the settlement boundary, and is accessible via public transport. However, it is unlikely to be accessed as regularly as the main towns.	4
Other Comments (i.e. ownership factors, barriers to development where available)	The northern part of the site has been on the market for several years now with very limited interest.	



<b>FOR EXISTING SITES ONLY</b>	
Type of Existing Use (B1/B2/B8 other)	B1,B1 (c) B1 (b)
Existing Vacancy Levels	45%.
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1970 - 1990.
Condition of Existing Premises	Poor quality to the north; average quality to the south.
Amount of Development Land Available	0%
Potential for Alternative Employment Use	B1 in the south; alternative non B-class use to the north.
Existing Occupiers	Welwyn electronics.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>22</b>
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**EXISTING EMPLOYMENT SITE****CAMBOIS - ZONE OF ECONOMIC OPPORTUNITY****Reference****F07****Area (ha)****248**

Criteria	Comment	Score (out of 5)
Current Use	This is a large area consisting of Ferguson Business Park, Biochemical Industry, Aggregate Industry and a vast amount of open space.	
Strategic Access	This area is within 1km of the A189 at East Steekburn.	5
Local Road Access	Most roads within the area are unconstrained and free moving, however, towards the east of the site at the sea front there are some residential areas.	4
Proximity to urban areas, and access to labour & services	1.5/2km away (approx) from Bedlington, Ashington and Blyth for labour and services, however, there is poor pedestrian access to residential areas and some parts of the site may not have a regular bus service.	3
Compatibility of adjoining uses	No incompatible uses, within a wider employment area.	5
Site characteristics and development constraints	<p>This is a very large site, which on the whole is flat, (the east of the site, near the sea front has steep slopes following demolitions works). However, the A189 does cut across the site, which results in an overpass which may restrict the passage of some larger vehicles wishing to pass under it in certain areas i.e. near Ferguson Business Park.</p> <p>Approximately 10% of the site falls within Flood Zone 3 and there are areas of archaeological interest within the site.</p> <p>An exclusion zone also covers the extreme west of the site from a hazardous installation located off site.</p>	2
Market Attractiveness	Poor site characteristics and perceived access and former and current uses have restricted attractiveness to market.	2
Planning / Sustainability Factors	The site is outwith any settlement boundary and heavily reliant upon cars, although the site is a mix of brownfield and Greenfield, a large amount of the site is Greenfield land. Potentially hazardous industries are also located in the area.	2
Other Comments (i.e. ownership factors, barriers to development)	Growth point site, if in future residential units are built it could become a more sustainable location for offices.	



where available)	
<b>FOR EXISTING SITES ONLY</b>	
Type of Existing Use (B1/B2/B8 other)	B1c, B2 and B8.
Existing Vacancy Levels	20%.
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Mixed 1945 - 1970, 1970 - 1990, 1990 - 2000 and post 2000.
Condition of Existing Premises	Ranging from poor (modern architectural store / Fergusons Unit 11) to average.
Amount of Development Land Available	Over 50%.
Potential for Alternative Employment Use	Bad neighbour uses or potential for further starter units (however, Ferguson business park has some vacancies).
Existing Occupiers	Fergusons, Four Rivers Biodiesel.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>23</b>
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**EXISTING EMPLOYMENT SITE****Blyth - Harbour North****Reference****F08****Area (ha)****21.2**

Criteria	Comment	Score (out of 5)
Current Use	This site is used for harbour, purposes i.e. ship unloading, metals and other port activities.	
Strategic Access	The site is 2km from the A189, The roads are quiet and unconstrained and currently accommodate HGVs.	5
Local Road Access	Local roads are quiet and unconstrained. However, traffic will be required to pass through some residential areas within Cambois.	4
Proximity to urban areas, and access to labour & services	The site is cut off from Blyth by the port, therefore approx 3.5 / 4km to Ashington, Blyth or Stakeford for main services. It is also likely to only be accessible on a regular basis via car.	2
Compatibility of adjoining uses	No un-compatible surrounding uses, other than a small number of residential properties to the North West.	4
Site characteristics and development constraints	This is a large, generally flat, site, yet separated into two sections along the harbour. The areas of open space to the north are potentially constrained by residential properties. Approximatley 30% of the site falls within Flood Zone 3 whilst the site is also recognised as an area of archaeological interest. It should also be noted that 600m surrounding the Rio Tinto Alcan site is identified as a HSE exclusion zone.	1
Market Attractiveness	Attractive for port users but unlikely to be attractive to general commercial occupiers.	2
Planning / Sustainability Factors	This brownfield site, is located both adjacent to and outwith the settlement boundary (due to the site being split into two). The site is also reliant upon the private car.	2
Other Comments (i.e. ownership factors, barriers to development where available)	There is potential for the land underneath the “slag heap” to be contaminated	
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B2 and B8.	
Existing Vacancy Levels	Zero.	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post	1945 - 1970.	



2000)	
<i>Condition of Existing Premises</i>	Good.
<i>Amount of Development Land Available</i>	30%.
<i>Potential for Alternative Employment Use</i>	There could be the potential for bad neighbour uses here.
<i>Existing Occupiers</i>	Blyth port, Rio Tinto Alcan.

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>20</b>
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**EXISTING EMPLOYMENT SITE**  
**LYNEMOUTH - ALCAN**

**Reference**  
**F09**

**Area (ha)**  
**123.3**



Criteria	Comment	Score (out of 5)
Current Use	This site is home to the Alcan smelter and Power station.	
Strategic Access	The site is within 1km of A189, along unconstrained roads.	5
Local Road Access	The site is accessed via free moving roads, although traffic may need to pass through Lynemouth if approaching from the North.	4
Proximity to urban areas, and access to labour & services	Within 1.5km of Lynemouth for some basic services and some potential labour. However, the site is 3.5km from Ashington for a wider range of services. It is likely that a car will be required to access urban areas.	3
Compatibility of adjoining uses	There are no incompatible uses.	5
Site characteristics and development constraints	This is a large site, without constraints however, the open space on site is uneven and undulating and there are a number of pylons located on site. The nature of the plant is likely to require HSE consultation on any new development to the east of the site and therefore it is likely that new development on site would be required to adhere to HSE planning guidance.	2
Market Attractiveness	There would be a general reluctance for most uses to co-locate with Alcan and there are various site constraints.	1
Planning / Sustainability Factors	This site is a mix of Brownfield and Greenfield land, located outwith any settlement boundary and is reliant upon the private car. Parts of the site have also been identified as being of archaeological interest which could restrict development in these areas.	2
Other Comments (i.e. ownership factors, barriers to development where available)	Due to security we required an appointment to get a better view of the site.	



<b>FOR EXISTING SITES ONLY</b>	
Type of Existing Use (B1/B2/B8 other)	B2.
Existing Vacancy Levels	Zero.
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1990 - 2000.
Condition of Existing Premises	Good.
Amount of Development Land Available	40% approx (however, not flat and partly constrained by pylons).
Potential for Alternative Employment Use	None, already bad neighbour use.
Existing Occupiers	Alcan.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>22</b>
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**EXISTING EMPLOYMENT SITE**  
**WANSBECK BUSINESS PARK**

**Reference**  
**F10**

**Area (ha)**  
**19.663**



Criteria	Comment	Score (out of 5)
Current Use	Mix of uses including office, distribution, light industry and research.	
Strategic Access	Within approximately 3km of A189 via good unconstrained roads.	4
Local Road Access	Good, unconstrained local roads separated from residential area.	5
Proximity to urban areas, and access to labour & services	Within 1km of Ashington and its services, good bus and pedestrian links.	5
Compatibility of adjoining uses	Some residential properties to south, although generally the site is a well established employment area. The uses on site that sit adjacent to the residential area include office premises, meaning there are no issues of noise etc at present.	4
Site characteristics and development constraints	Level, regular in shape with some large plots remaining. No evidence of any serious constraints.	5
Market Attractiveness	A good quality, well planned and well located business park.	4
Planning / Sustainability Factors	Site is part brownfield/part Greenfield and located within the settlement boundary. Performs well in terms of accessibility.	4
Other Comments (i.e. ownership factors, barriers to development where available)	Has the look of a modern science park.	
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B1(a), B1(c), other i.e. research and development.	
Existing Vacancy Levels	Approximately 30%.	
Age of existing Premises	Post 2000.	



<i>(pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	
<i>Condition of Existing Premises</i>	Good.
<i>Amount of Development Land Available</i>	Over 50%.
<i>Potential for Alternative Employment Use</i>	Potential for more offices and starter units.
<i>Existing Occupiers</i>	Webuyanycar.com, Polar Crush, Churchill, Zodiac training.

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>31</b>
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**EXISTING EMPLOYMENT SITE**  
**LINTONVILLE ENTERPRISE PARK**

**Reference**  
**F11**

**Area (ha)**  
**3.6**



Criteria	Comment	Score (out of 5)
Current Use	A mixed use site consisting of Wansbeck enterprise centre, McDonalds, various starter units, Age Concern, and a car sales forecourt.	
Strategic Access	Within 2km of the A189 via largely unconstrained roads.	5
Local Road Access	Good, unconstrained local roads separated from residential area.	5
Proximity to urban areas, and access to labour & services	Within 1km of Ashington and its services, with good bus and pedestrian links to Ashington town centre.	5
Compatibility of adjoining uses	The site is located within a wider employment area.	5
Site characteristics and development constraints	The site is over 3ha in size, a regular shape, flat and with no significant constraints.	5
Market Attractiveness	Well connected site near Ashington town centre but competition from better development sites in the area.	3
Planning / Sustainability Factors	A Brownfield / Greenfield site, easily accessible by public transport and adjacent to the Ashington settlement boundary.	4
Other Comments (i.e. ownership factors, barriers to development where available)		
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B1, B1c, A3, A1.	
Existing Vacancy Levels	10%.	
Age of existing Premises	Mixed 1990 - 00. post 2000.	



<i>(pre war; 1945-1970; 1970-90; 1990-00; post 2000)</i>	
<i>Condition of Existing Premises</i>	Good.
<i>Amount of Development Land Available</i>	Approximately 30%.
<i>Potential for Alternative Employment Use</i>	There is potential for more offices and starter units on site, however, there are currently vacancies within the starter units.
<i>Existing Occupiers</i>	Age Concern, Mc Donalds, Dinamic Enterprises Ltd.

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>27</b>
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**EXISTING EMPLOYMENT SITE****Ashington – Ashwood Business Park****Reference****F12****Area (ha)****37**

Criteria	Comment	Score (out of 5)
Current Use	Mainly greenfield land with six new business units.	
Strategic Access	Within 1km of A189 accessible directly off the roundabout.	5
Local Road Access	Totally unconstrained and separated from residential areas.	5
Proximity to urban areas, and access to labour & services	Within 1km of Ashington for labour and services with good access to public transport.	5
Compatibility of adjoining uses	Unconstrained to west (employment area) east and south (A189) but there are residential properties to the north.	4
Site characteristics and development constraints	Level, regular shape, over 3ha, other than residential properties to north the site is unconstrained.	4
Market Attractiveness	A fairly new site but well located for main road network. This will require time to become established.	3
Planning / Sustainability Factors	This is a Greenfield site within the Ashington settlement boundary, however, the site is accessible via public transport.	4
Other Comments (i.e. ownership factors, barriers to development where available)		
<b>FOR EXISTING SITES ONLY</b>		
Type of Existing Use (B1/B2/B8 other)	B1, B2	
Existing Vacancy Levels	65%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Post 2000	
Condition of Existing Premises	Good	
Amount of Development Land Available	Over 50%	



<i>Potential for Alternative Employment Use</i>	Starter units
<i>Existing Occupiers</i>	Crossling ltd, BWH Graham

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>29</b>
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**EXISTING EMPLOYMENT SITE****Cambois - West Sleekburn Industrial Estate****Reference****F18****Area (ha)****19.9**

<b>Criteria</b>	<b>Comment</b>	<b>Score (out of 5)</b>
<i>Current Use</i>	A poor quality industrial estate used for storage of caravans, fuel (i.e. coal), wood yards, scrap and a new waste management facility.	
<i>Strategic Access</i>	Approximately 2km from the A189 via free moving roads. However, they are narrow for HGVs in places.	<b>4</b>
<i>Local Road Access</i>	Good free moving roads, however they quite narrow for HGV's on corners at high speeds.	<b>4</b>
<i>Proximity to urban areas, and access to labour &amp; services</i>	Within 1km of Stakeford and 2.5km from Bedlington. However, pedestrian access to the town centre services may be difficult, it is likely that a car would be required.	<b>3</b>
<i>Compatibility of adjoining uses</i>	There are no constraints other than a solitary residential property located to the south of the site, adjacent to B8 uses.	<b>3</b>
<i>Site characteristics and development constraints</i>	A large, generally level site of regular shape. However, all employment sites are accessed via one central road leading to congestion and some areas of open space are mounds of earth and would require work before being suitable for development. There is one HSE exclusion zone within the site which has a radius of 600m and therefore represents a significant constraint to development,	<b>2</b>
<i>Market Attractiveness</i>	Poor quality site with non-standard type users.	<b>1</b>
<i>Planning / Sustainability Factors</i>	This Brownfield site is located outwith the settlement boundary and is heavily reliant upon the private car.	<b>2</b>
<i>Other Comments (i.e. ownership factors, barriers to development)</i>	There are very few vacant sites. The owners have erected poor quality cabins for additional spaces. Very shabby appearance. Areas of green open space are mounds of earth, some of which are subject to tree planting.	



Site characteristics and development constraints	Although flat, this is a small site which is hemmed in by both the road and railway line. The site could potentially expand southwards but this wedge of land becomes narrow.	2
Market Attractiveness	Small town centre site likely to be of interest to local occupiers only.	2
Planning / Sustainability Factors	This is a Brownfield site. The site is within the settlement boundary and easily accessible by bus, cycling and walking (when travelling from within Ashington).	5
Other Comments  (i.e. ownership factors, barriers to development where available)		
FOR EXISTING SITES ONLY		
Type of Existing Use (B1/B2/B8 other)	B1, B1c, B2	
Existing Vacancy Levels	Approximately 20%	
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	1945-1970	
Condition of Existing Premises	Average	
Amount of Development Land Available	None, the remainder of the site is in use for car parking.	
Potential for Alternative Employment Use	Offices have come into use as part of Wansbeck Enterprise, however, there are 5 vacant office spaces at present.	



Existing Occupiers	NVS Tyres, Wansbeck Enterprise, Tints n' Tweaks.
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[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>23</b>
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**EMPLOYMENT ALLOCATION****NEWBIGGIN - WOODHORN ROAD****Reference****F20****Area (ha)****0.3**

Criteria	Comment	Score (out of 5)
Current Use	No uses, vacant site.	
Strategic Access	Within 2km of A189 (dualled) but need to travel through Newbiggin town centre via potentially constrained and congested roads.	4
Local Road Access	Accessed via residential area of Newbiggin, potentially congested.	3
Proximity to urban areas, and access to labour & services	Less than 1km to the town centre of Newbiggin for labour, services and public transport. Additionally, the larger centre of Ashington is situated 3-4km to the west.	4
Compatibility of adjoining uses	Located within a residential area, which could potentially limit future uses. However, the site is immediately bounded by a road and a sports centre which could serve as a buffer.	3
Site characteristics and development constraints	Very small site, near residential properties. However, the land is flat and regular in shape.	3
Market Attractiveness	Any likely demand to come from local, small scale B1(c) type use. No evidence of recent activity or interest.	2
Planning / Sustainability Factors	Brownfield site, within settlement, easily accessible.	4
Other Comments (i.e. ownership factors, barriers to development where available)		

[Scoring: 5 = best, 1 = worst]

**TOTAL SCORE:****23**



**EXISTING EMPLOYMENT SITE****WEST SLEEBURN - EARTH BALANCE****Reference****F21****Area (ha)****0.943**

Criteria	Comment	Score (out of 5)
Current Use	The site is currently a mix of office, retail and renewable energy uses.	
Strategic Access	The site is within 2km of A189, however, traffic is required to pass through residential areas of Bedlington.	4
Local Road Access	The local roads are relatively free moving; however, they pass through residential areas and have the potential to become congested at peak times.	3
Proximity to urban areas, and access to labour & services	Within 1.5km of Stakeford and Bedlington and 2.5km south of Ashington. Combined these provide good access to labour and services.	5
Compatibility of adjoining uses	The site is bounded by residential properties to the west.	4
Site characteristics and development constraints	A flat, regularly shaped site. However, it is under 3ha in size and bounded by residential properties to the west.	2
Market Attractiveness	A smaller site promoting sustainability, containing a mix of office units in good condition and fully occupied. The site benefits from being within close proximity of the A189 and to Bedlington for residential areas and services, whilst also being accessible via public transport.	3
Planning / Sustainability Factors	This is (on the whole) a brownfield site, adjacent to a settlement boundary, accessible via public transport.	4
Other Comments (i.e. ownership factors, barriers to development where available)		

**FOR EXISTING SITES ONLY**



Type of Existing Use (B1/B2/B8 other)	B1, A1
Existing Vacancy Levels	Recorded as being fully occupied.
Age of existing Premises (pre war; 1945-1970; 1970-90; 1990-00; post 2000)	Post 2000.
Condition of Existing Premises	Good condition.
Amount of Development Land Available	Approx 30 - 40%.
Potential for Alternative Employment Use	There is potential for starter units or more retail units.
Existing Occupiers	Blacksheep, LDR <sup>2</sup> , Redress.

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>25</b>
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## **Appendix 7      St Chad's Long term Sectoral and Employment Projections for Northumberland – Land Review Annex**



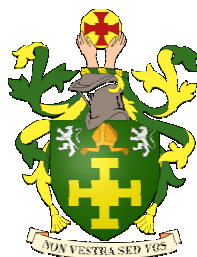
# **LONG-TERM SECTORAL AND EMPLOYMENT PROJECTIONS FOR NORTHUMBERLAND LAND REVIEW ANNEX**

Prepared for  
Northumberland County Council

by  
Andrew Hunt

Policy Research Group  
St Chad's College/Durham Business School  
Durham University

April 2010





## Introduction

This brief report is intended to summarise the land use requirements arising from the data within the report 'Long-Term Sectoral and Employment Projections for Northumberland'. The methodology adopted is consistent with that set out in the 'North East Business Accommodation Project' produced for One North East and the North East Assembly<sup>1</sup>. This method is based, in turn, upon guidance from DCLG.

The steps set out by the DCLG, for producing land reviews, are as follows.

1. Forecast model/demand analysis. This step estimates the amount of employment within the area, broken down by sector.
2. Translate employment forecasts into land requirements. This step maps industrial sectors to land use categories.
3. Employment property and land supply analysis. This step measures the stock and flow of employment property and land in the area. This should cover present and future needs.
4. Portfolio review. To bring together the demand and supply sides and produce recommendations. This may grade sites within the area as 'retained', 'for further appraisal' or 'to be released'.

This document addresses the first two of these steps by summarising the land requirements generated by three economic scenarios. Each of the three scenarios is based upon a 26 industrial sector model of the county.

It is anticipated that these results will be used to inform the Employment Land Review which the Council has commissioned as part of building the evidence base for the LDF.

## Scenarios

The three scenarios are based upon the following assumptions.

- 'Baseline' scenario – with GVA growing by, on average, around 2% per annum.
- 'Lower' alternative scenario (1) - a longer/deeper current recession with 'hysteresis'.
- 'Higher' alternative scenario (2) - a shallower recession where the county's economy rebounds more sharply. In this scenario the number of jobs rises by 0.7% p.a. on average.

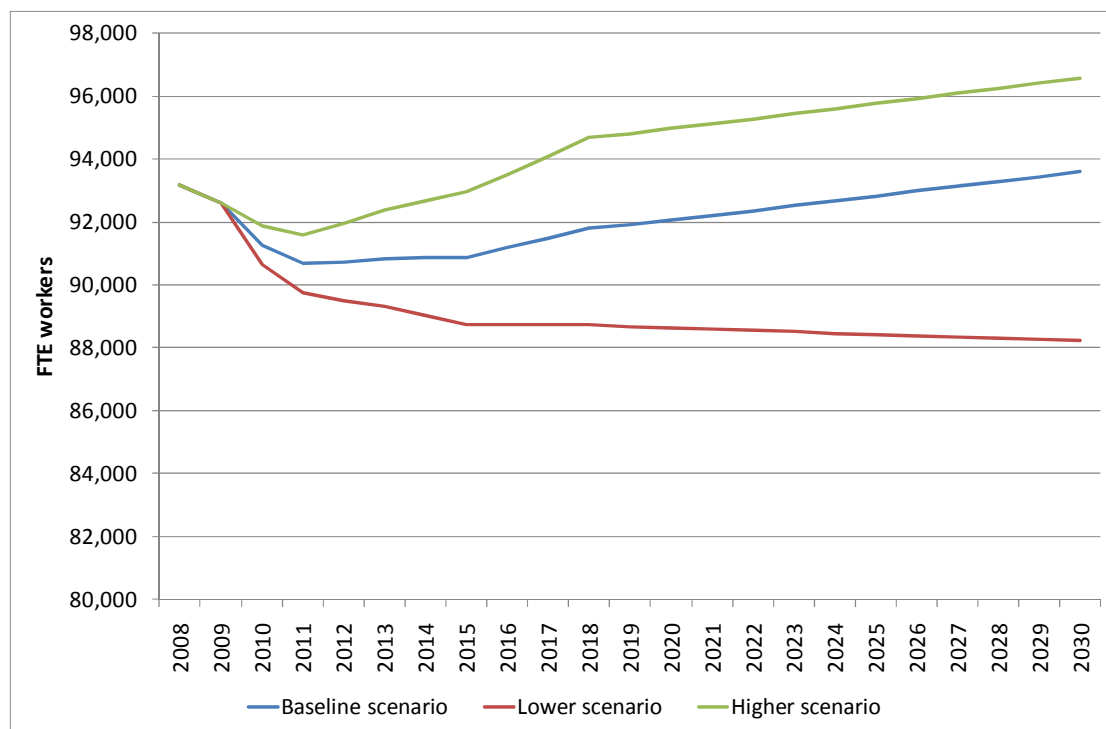
In terms of overall employment the three scenarios are set out in Figure 1, as can easily be seen the employment demands from these scenarios cover a broad range of possibilities from just over 88,200 to 96,600 FTE workers, the reader is referred to the main report for more detail in this area.

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<sup>1</sup> North East Business Accommodation Project: Baseline Report. GHK April 2009



Figure 1. FTE employment projections for Main and Alternative Scenarios 1&2



### Land requirements by scenario

The total B category land requirements generated by each of the economic scenarios is displayed in Table 1. This contains the estimated baseline for 2010 and estimated future demands to 2030 in five-yearly increments, by scenario. The full year-on-year results are provided in the supporting Excel spreadsheet.

The current demand for category B land is approximately 150ha. The small differences across the three scenarios at 2010 are simply due to the different assumptions about the impact of the recession upon the county in 2010. These differences, between the central scenario at 2010, and the two additional scenarios are only one percent.

In terms of changes in the demand for employment land, by the end of the scenario period, (2030) the central scenario has an eight percent higher demand for category B land. The more optimistic scenario has land demand rising by eleven percent and the pessimistic scenario has demand rising by just one percent. *The conclusion thus far is clear, by 2030 if is reasonable to expect the demand for category B employment land to have risen under a neutral set of economic assumptions. Were the county to follow a pessimistic set of economic assumptions demand for land would be at a comparable level to the current baseline.* Thus on the balance of probabilities, the demand for employment land is expected to rise.

Comparing the current position to the 2030 position is sensible for examining longer term trends. However, there are significant uncertainties relating to the impact of the current



recession on land requirements over the coming five years. This is highlighted by Figure 2, the central scenario has demand falling until 2011, before levelling out and then rising, in contrast the optimistic scenario has a much faster rise following 2010. The pessimistic scenario has a quite different trajectory with a continued fall in the demand for B category employment demand for several years, with recovery not commencing until 2015/6, the maximum fall is 2.1% from the 2010 start point.

The low level of employment demand in the pessimistic scenario is useful for highlighting some of the drivers within the modelling process. This reduced level of employment demand is not due to the expectation of recession lasting until 2016; the recession ends much earlier with GVA growth from 2010/11 and employee growth from 2011/12<sup>2</sup>. The cause of the fall in demand in B category employment land until 2015/16 is thus not explained by the level of economic activity (GVA), productivity and employment alone. This fall needs a third factor within its explanations, i.e. sectoral restructuring occurring within the county causing the demand for the different types of B category land to alter slightly. This is the focus of the next section.

**Table 1: 2010-30 B category land requirements by scenario (Ha)**

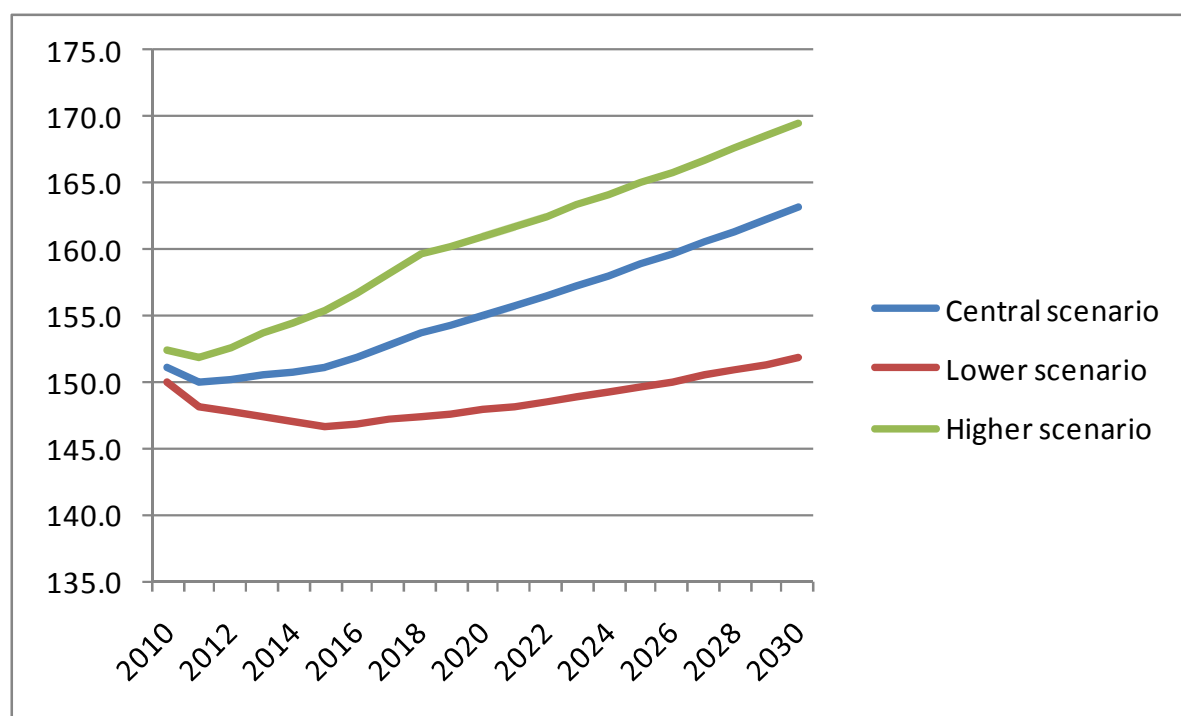
	2010	2015	2020	2025	2030
<b>Baseline scenario</b>	151.2	151.1	155.0	158.8	163.2
<b>Lower scenario</b>	149.9	146.8	147.9	149.6	151.8
<b>Higher scenario</b>	152.4	155.3	161.0	165.0	169.5

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<sup>2</sup> Since modest GVA growth combined with plausible productivity improvements implies a further year of employment decline.



Figure 2: 2010-30 B category land requirements by scenario



### Results by land use category

The results for the different types of B category land are displayed in Figures 3, 4 & 5 (see appendix for land use definitions). A clear conclusion from these graphs is that *despite the expectation of sectoral restructuring within the county, the demands for the different types of category B land remain roughly stable in proportional terms.*

In the central scenario the proportion of B1a land rises from 43% to 44%; B1b remains proportionally stable at 1%, B1c falls slightly from 2.2% to 1.7%, B2 falls from 28% to 26% and B8 rises slightly from 26% to 27%. The results for the two alternative scenarios are broadly similar, since we have assumed that they are driven by a raising or lowering the activity level in *each* of the modelled sectors by the same proportion. This implies that growth mainly occurs in the sectors where the county is already strong and avoids *ad hoc* assumptions that force some sectors to be more resilient (in the case of the lower growth scenario) or able to take advantage of opportunities (in the case of the higher growth scenario) than others.

The data underlying these scenarios is presented in Tables 2 to 7, in terms of both internal and external areas<sup>3</sup>. These also show the land requirements by land category, including A1, A2, A3 and C1. Supporting excel files break these numbers down by industrial sector.

<sup>3</sup> The results thus far are in terms of external land requirements. Internal requirements cover floor space. External requirements include landscaping, car parking and major infrastructure.



Figure 3: Central Scenario

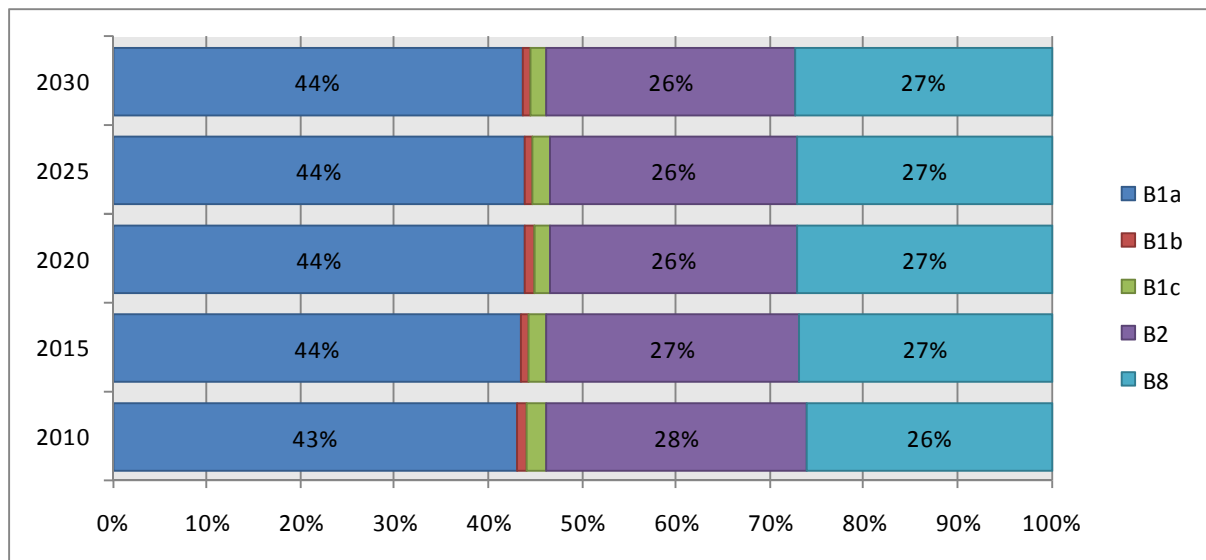


Figure 4: Lower scenario

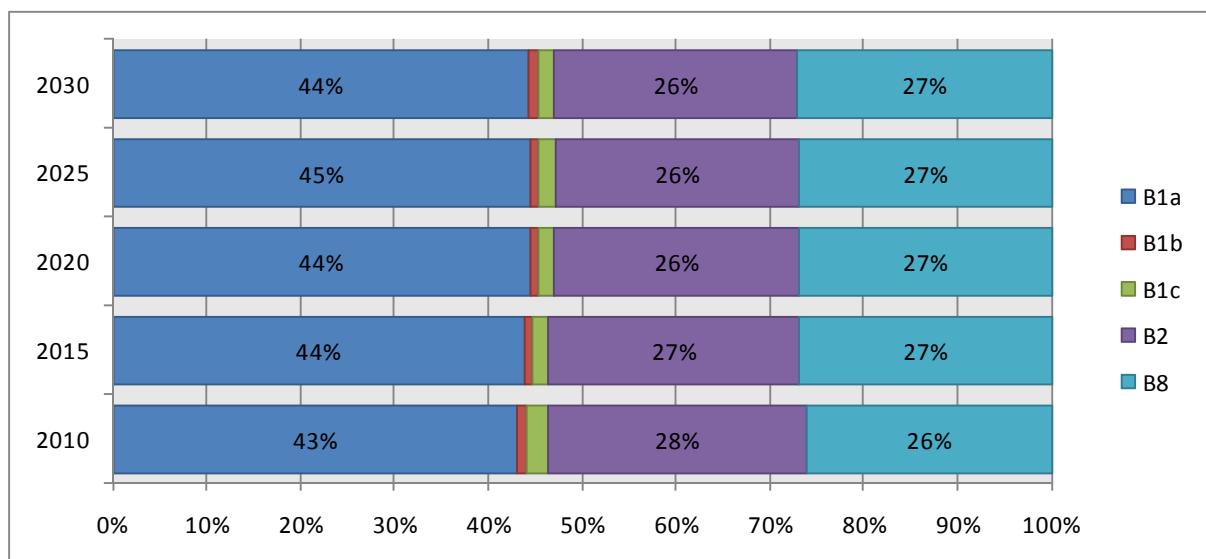




Figure 5: Higher Scenario

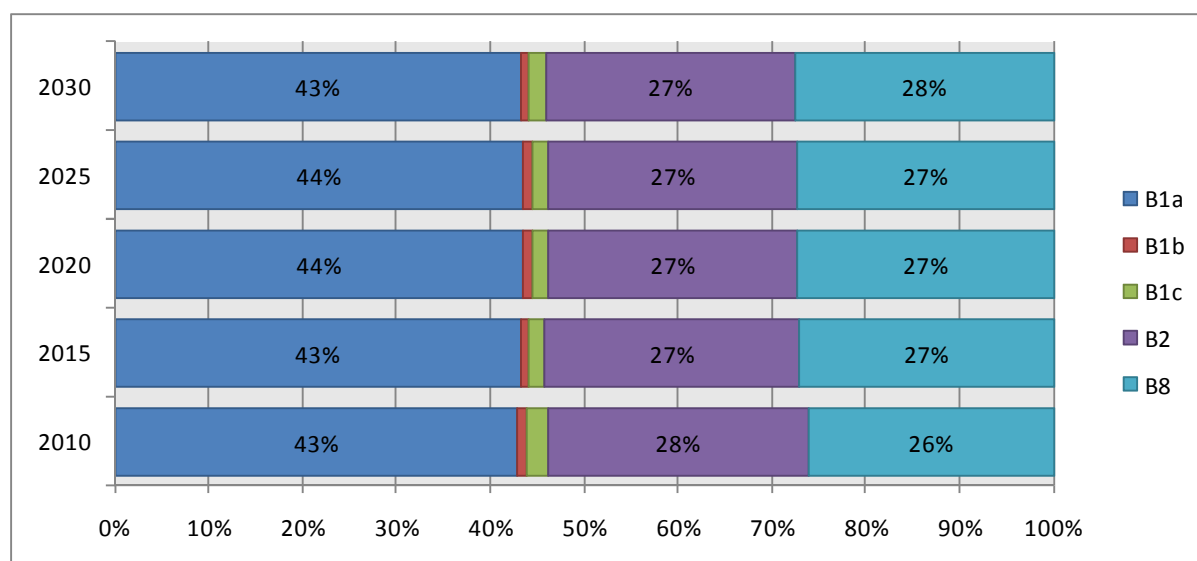


Table 2: Central scenario, gross external requirement (Ha)

	2010	2015	2020	2025	2030
<b>B1a</b>	65.2	65.8	68.1	69.7	71.2
<b>B1b</b>	1.4	1.3	1.4	1.5	1.5
<b>B1c</b>	3.3	2.6	2.6	2.7	2.8
<b>B2</b>	42.0	40.7	40.9	41.9	43.1
<b>B8</b>	39.4	40.7	41.9	43.0	44.6
<b>B total</b>	151.2	151.1	155.0	158.8	163.2
<b>A1</b>	7.9	8.2	8.6	8.9	9.4
<b>A2</b>	24.7	25.9	27.0	27.9	29.0
<b>A3</b>	11.9	13.3	14.4	15.1	15.7
<b>C1</b>	3.0	3.3	3.6	3.8	3.9
<b>Grand total</b>	198.7	201.9	208.7	214.6	221.2



Table 3: Lower scenario, gross external requirement (Ha)

	2010	2015	2020	2025	2030
<b>B1a</b>	64.8	64.4	65.8	66.7	67.4
<b>B1b</b>	1.4	1.3	1.3	1.4	1.4
<b>B1c</b>	3.2	2.5	2.5	2.5	2.6
<b>B2</b>	41.5	39.3	38.7	39.0	39.5
<b>B8</b>	39.0	39.3	39.6	40.1	40.9
<b>B total</b>	149.9	146.8	147.9	149.6	151.8
<b>A1</b>	7.8	7.9	8.1	8.3	8.6
<b>A2</b>	24.5	25.0	25.6	26.0	26.6
<b>A3</b>	11.8	12.9	13.6	14.1	14.4
<b>C1</b>	3.0	3.2	3.4	3.5	3.6
<b>Grand total</b>	196.9	195.8	198.7	201.6	205.1

Table 4: Higher scenario, gross external requirement (Ha)

	2010	2015	2020	2025	2030
<b>B1a</b>	65.5	67.1	70.1	71.8	73.3
<b>B1b</b>	1.4	1.4	1.5	1.5	1.6
<b>B1c</b>	3.3	2.7	2.8	2.9	2.9
<b>B2</b>	42.4	42.0	42.8	43.8	45.0
<b>B8</b>	39.8	42.0	43.8	45.0	46.7
<b>B total</b>	152.4	155.3	161.0	165.0	169.5
<b>A1</b>	7.9	8.5	9.0	9.3	9.8
<b>A2</b>	25.0	26.8	28.3	29.2	30.3
<b>A3</b>	12.0	13.8	15.1	15.8	16.4
<b>C1</b>	3.0	3.4	3.8	4.0	4.1
<b>Grand total</b>	200.4	207.8	217.1	223.3	230.2

Table 5: Central scenario, gross internal density (Ha)

	2010	2015	2020	2025	2030
<b>B1a</b>	63	64	66	67	69
<b>B1b</b>	1	1	1	1	1
<b>B1c</b>	3	3	3	3	3
<b>B2</b>	41	39	40	40	42
<b>B8</b>	39	41	42	43	45
<b>B total</b>	147	147	151	155	159
<b>A1</b>	7	7	8	8	9
<b>A2</b>	22	24	25	25	26
<b>A3</b>	11	12	13	14	14
<b>C1</b>	3	3	3	3	4
<b>Grand total</b>	191	194	200	206	212



Table 6: Lower scenario, gross internal density (Ha)

	2010	2015	2020	2025	2030
<b>B1a</b>	63	62	64	64	65
<b>B1b</b>	1	1	1	1	1
<b>B1c</b>	3	2	2	2	3
<b>B2</b>	40	38	37	38	38
<b>B8</b>	39	39	40	40	41
<b>B total</b>	146	143	144	146	148
<b>A1</b>	7	7	7	8	8
<b>A2</b>	22	23	23	24	24
<b>A3</b>	11	12	12	13	13
<b>C1</b>	3	3	3	3	3
<b>Grand total</b>	189	188	190	193	197

Table 7: Higher scenario, gross internal density (Ha)

	2010	2015	2020	2025	2030
<b>B1a</b>	63	65	68	69	71
<b>B1b</b>	1	1	1	1	2
<b>B1c</b>	3	3	3	3	3
<b>B2</b>	41	41	41	42	44
<b>B8</b>	40	42	44	45	47
<b>B total</b>	149	151	157	161	165
<b>A1</b>	7	8	8	8	9
<b>A2</b>	23	24	26	27	28
<b>A3</b>	11	13	14	14	15
<b>C1</b>	3	3	3	4	4
<b>Grand total</b>	192	199	208	214	221

## Methodology

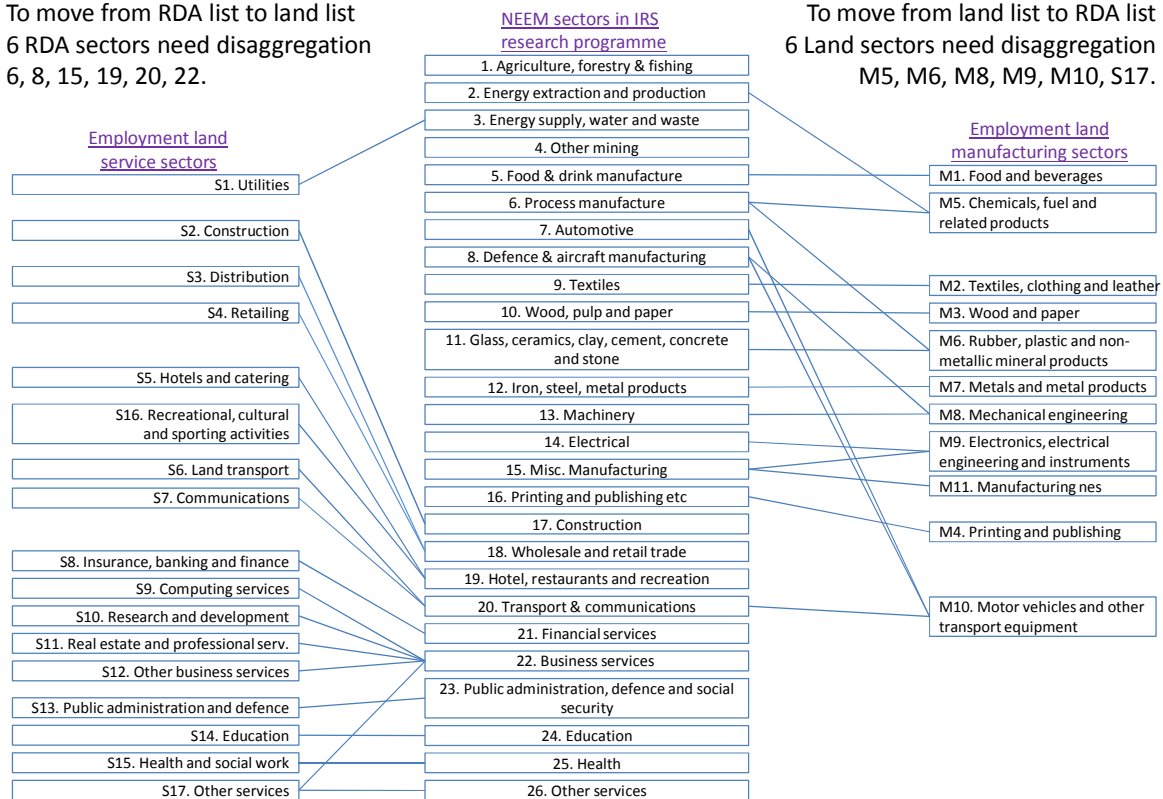
The land requirement data has been estimated by mapping the detailed 26 sector economic scenarios to the 27 land use classes (see Figure 6 for a diagrammatic summary of this mapping). This conversion respects the fact that many sectors require multiple types of land (e.g. Electronics includes both R&D space and light industry space).



Figure 6. Mapping industrial and land sectors

## Moving between sectors: RDA list & employment land list

To move from RDA list to land list  
6 RDA sectors need disaggregation  
6, 8, 15, 19, 20, 22.



Several assumptions were made during this process; all were taken from the methodology recommended by One North East (GHK April 2009). Specifically, agriculture and extraction were excluded since they do not directly give rise to demand for employment land. Furthermore, for several industries only a proportion of employees were assumed to generate demand for employment land, specifically;

- Utilities. 30% of employment was assumed to be in office premises
- Construction. 33.33% of employment was assumed to be in fixed employment premises
- Education. 10% of employment was assumed to be in non-educational (mainly office) premises
- Health and social work. 15% of employment was assumed to be in headquarters, back office and other office premises.

The reader should consult the 'Long-Term Sectoral and Employment Projections for Northumberland' document for information on how the industrial sectors were modelled.

## Land use categories

The brief requested quantitative land requirements for B1a, B1b, B1c, B2 and B8 land use sectors. These are the main focus of this report. However, the methodology adopted



allowed the estimation of sectors A1, A2, A3 and C1 these have been included in tables for completeness and information, but are not commented upon.

The results quoted relate to gross external area in hectares (Ha) where 1 Ha equal 10,000m<sup>2</sup>. Detailed results for internal usage are available in the accompanying Excel files along with breakdowns for each of the 26 sectors within the scenarios.

The Land use sectors are defined as follows.

**A1 Shops.** Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices (but not sorting offices), pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes.

**A2 Financial and professional services.** Financial services such as banks and building societies, professional services (other than health and medical services) including estate and employment agencies and betting offices. Within this sector are three sub-sectors; A2a, financial services, A2b, professional services and A2c, any other services which it is appropriate to provide in a shopping area.

**A3 Restaurants and cafés.** For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes.

**B1 Business.** Offices (other than those that fall within A2), research and development of products and processes, light industry appropriate in a residential area.

**B2 General industrial.** Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste). Within this sector are three sub-sectors; B2a, Offices; B2b, research and development ; and B2c, Light industry/processes.

**B8 Storage or distribution.** Including open air storage.

**C1 Hotels.** Hotels, boarding and guest houses where no significant element of care is provided (excludes hostels).



## **Appendix 8      St Chad's Net Employment Land 5-Year Forecast**



<b>TOTAL</b>	<b>2010-2015</b>	<b>2015-2020</b>	<b>2020-2025</b>	<b>2025-2030</b>	<b>TOTAL 2010-2030</b>
Baseline	-0.1	3.9	3.8	4.4	12.0
Lower	-3.1	1.1	1.7	2.2	1.9
Higher	2.9	5.7	4	4.5	17.1

<b>CENTRAL</b>	<b>2010-2015</b>	<b>2015-2020</b>	<b>2020-2025</b>	<b>2025-2030</b>	<b>TOTAL 2010-2030</b>
B1a	0.6	2.3	1.6	1.5	6.0
B1b	-0.1	0.1	0.1	0	0.1
B1c	-0.7	0	0.1	0.1	-0.5
B2	-1.3	0.2	1	1.2	1.1
B8	1.3	1.2	1.1	1.6	5.2
<b>TOTAL</b>	<b>-0.2</b>	<b>3.8</b>	<b>3.9</b>	<b>4.4</b>	<b>11.9</b>

<b>LOWER</b>	<b>2010-2015</b>	<b>2015-2020</b>	<b>2020-2025</b>	<b>2025-2030</b>	<b>TOTAL 2010-2030</b>
B1a	-0.4	1.4	0.9	0.7	2.6
B1b	-0.1	0	0.1	0	0.0
B1c	-0.7	0	0	0.1	-0.6
B2	-2.2	-0.6	0.3	0.5	-2.0
B8	0.3	0.3	0.5	0.8	1.9
<b>TOTAL</b>	<b>-3.1</b>	<b>1.1</b>	<b>1.8</b>	<b>2.1</b>	<b>1.9</b>

<b>HIGHER</b>	<b>2010-2015</b>	<b>2015-2020</b>	<b>2020-2025</b>	<b>2025-2030</b>	<b>TOTAL 2010-2030</b>
B1a	1.6	3	1.7	1.5	7.8
B1b	0	0.1	0	0.1	0.2
B1c	-0.6	0.1	0.1	0	-0.4
B2	-0.4	0.8	1	1.2	2.6
B8	2.2	1.8	1.2	1.7	6.9
<b>TOTAL</b>	<b>2.8</b>	<b>5.8</b>	<b>4</b>	<b>4.5</b>	<b>17.1</b>



## **Appendix 9      Existing / Committed Sites Assessment Database**







No.	Site Name	Ref	Service Area	Service Area Locality	Site Status	Gross Site Area (Ha)	Net Developable Area remaining for development	Area available for expansion	Vacant Floorpace (sqm)	Vacancy Rate (%)	Strategic access	Local road access	Proximity to urban areas, and access to labour and services	Compatibility of adjoining uses	Site characteristics and development constraints	Market attractiveness	Planning/sustainability factors	Total score	Quality	Current Role of the Site	Potential Future Use	Discussion	Conclusion	
1	Alnwick - Station	A01	North	Alnwick	Existing	2.47	0	0	0	0%	3	2	5	2	3	4	3	22	Average	Edge of centre retail park with associated industry	A1 Retail / Sui Generis Uses	This site contains mainly retail uses including a Lidl Supermarket, a Barter Bookstore and more bulky retailers such as a builder's merchants and carpet store. Sui Generis uses, such as a car service centre, are also present on site along with a builders merchants (B8). The site is generally in good condition with no vacancies and no additional land available for development. The site benefits from being in close proximity to residential areas and services within the centre of Alnwick which is accessible either on foot or by public transport. Although the site is close to the strategic road network, the local roads within the town centre can often become congested. The site is constrained further by sensitive historic structures being located both to the north of and within the site, as the former station building is Grade II listed whilst a portion of the site forms part of a Conservation Area. This is regarded as a sustainable site which is subject to high levels of demand; nevertheless, it is likely that this demand will be for retailing rather than traditional B-class uses.	Remove existing employment site protection	
2	Alnwick - South Road	A02	North	Alnwick	Expansion Land	1.77	0	0.103	0	0%	4	3	4	2	2	3	4	22	Average	Indigenous storage/distribution on uses / Sui Generis Uses	Bulky Goods Retail / Sui Generis Uses	Contains B8 uses for local businesses such as Cropwise and Sub-Surface Tech. The site also contains other uses such as an ambulance station and a Ford Garage. The site is regarded to be in an average condition, although there are currently no vacancies on site and there is no room for additional development. The site benefits from being located within 1km of the A1, however, the local road network can become congested at peak times. The site is within a sustainable location close to residential areas and services which are accessible via public transport; however the site is surrounded by residential development and is physically constrained due to its narrow nature and steep topography. Overall, this site is regarded as being an employment site of average quality which is more likely to appeal to bulky retail outlets rather than B-class uses.	Retain as Expansion Land	
3	Alnwick - Saw Mill	A03	North	Alnwick	Allocated	1.56	0.303	0	230	9.4%	4	3	4	3	2	2	3	21	Average	Indigenous industrial / warehousing uses / retail	Industrial / warehousing uses	This site contains small scale retail and services such as Alnwick Industrial Supplies and Alnwick Paint and Glass serving the local market. The site appears to be run down with poor quality units; however, vacancy levels are low and there is very little land available for further development. As with other sites on the edge of the town centre, the site benefits from good access to residential areas, services and the A1 but suffers from congestion within the local road network whilst the site entrance is hindered by the local traffic control system. The site is poorly designed with a tight road layout and cul-de-sac which makes the site appear constricted; the roads are also structurally poor and in need of improvement. There is the potential for a portion of this site to become available for residential development, although on the whole it is regarded as this site provides space for lower order employment uses requiring an affordable location within the town.	Retain Employment Site Allocation	
4	Alnwick - Willowburn	A04	North	Alnwick	Existing	9.59	0	0	0	0.0%	4	3	4	4	4	3	4	26	Higher	Office / manufacturing / warehousing park	Office / manufacturing / warehousing park	Located within a new purpose built employment area to the south west of the town readily accessible via the A1. The site has diversified into warehousing, manufacturing and distribution units for Annanvale and Hardy-Greys being supplemented by offices for DEFRA, a garden centre and play area. There are no vacancies on site. Whilst the condition of the units varies depending on age, there are small pockets of land which could be used for expansion by existing occupiers. The site is well screened by mature landscaping which in turn creates a more attractive working environment. This is a sustainable site, easily accessible by public transport within a wider employment area; however some land is unsuitable for development due to the undulating nature of the site. This is regarded as an attractive employment site as shown by its low vacancy levels.	Retain Existing Employment Site Protection	
5	Alnwick - Willowtree	A05	North	Alnwick	Existing	1.87	0	0	201.94	9.1%	4	4	4	5	4	3	4	26	Higher	Industrial Starter Units	Industrial Starter Units	Contains a number of small starter industrial units developed by the Northern Trust for companies such as Chemex, Lord Hire and TMS Mole Spares. There is no land currently available for further development, the premises on the whole are in average condition and vacancy levels are low at around 10%. This is a sustainable site within a wider employment area which is easily accessible by public transport and benefits from good access to the A1 albeit via potentially congested roads. There is excellent screening on site which consequently restricts the site frontage; vacant land toward the south of the site also slopes too steeply to be considered suitable for further development. Given the site's strategic position and low vacancy levels this site is regarded as being attractive to starter businesses within the area, despite one or two older units appearing slightly run down.	Retain Existing Employment Site Protection	
6	Alnwick - Sterling Winthrop	A06	North	Alnwick	Existing	12.31	0	0	0	0.0%	4	4	4	4	4	5	4	4	29	Higher	Research Centre for specialised industrial use	B1 / B2 industrial use	Currently used as a research centre for pharmaceutical company Sanofi Aventis. The site is in good condition and is well maintained. There are no vacant units; however, the site contains a large flat buffer zone containing trees and grass which could be suitable for development provided there are no ecological constraints. There is the potential for traffic to be generated by Hotspur Park which could cause congestion within the local road network. However, on the whole, the site benefits from good access to the A1, services located within the nearby Retail Park and residential areas within Alnwick which are accessible via public transport. As with most sites within this employment area, the site does not have any incompatible uses and landscaping on site has created an attractive work locale. This is regarded as a good employment site with a specialised use should Sanofi Aventis re-locate elsewhere in future it is likely that the site would be attractive to a range of occupiers.	Retain Existing Employment Site Protection
7	Alnwick - St Thomas Units	A07	North	Alnwick	Existing	0.183	0	0	336	100.0%	2	1	4	1	1	1	1	4	14	Lower	Workshop Units	Residential / Community / Leisure Facilities	A small site to the west of Alnwick which contains workshop units that have fallen into disrepair and have been vacant since 2005. The site benefits from good access to both residential areas and services within Alnwick which can be accessed via public transport. However, in order to access the strategic road network, traffic must traverse both residential areas and centre streets which contain traffic calming measures. The site is further constrained by a narrow entrance and it has become apparent that the derelict units on site attract anti social behaviour. As the site is within a relatively deprived residential area it is unlikely that this site would be attractive to start up businesses, especially with newer units available at Willowburn. Therefore, it is considered that employment designation protection could be removed from the site, and that alternative uses be considered favourably should they come forward.	Remove existing employment site protection
10	Thrumton - Brickworks	A11	North	Alnwick	Existing	3.56	0	0	0	0.0%	1	3	2	2	2	1	1	12	Lower	Single user specialist site	Specialised B2 industrial use	The Brickworks is currently in poor condition and used solely by the Swarland Brick Company Ltd. Although the site benefits from immediate access onto the A697 it is remote from both the strategic road network and settlements containing labour and services. The site is subject to a HSE consultation zone and would ordinarily be regarded as an unsuitable location for future development. However, it is understood that this site has a specialist use due to the proximity of clay and is an established employment site within the local area.	Retain Existing Employment Site Protection	
11	Swarland - Kilmell Dene	A12	North	Alnwick	Existing	4.0	0	0	0	0.0%	3	2	1	2	4	2	3	16	Lower	Single user specialist site	Specialised B2 industrial use	Currently in use as a grain drying facility for Swarland Grain Dryers Ltd. The buildings are currently in average condition with no vacant units; however, it is envisaged that additional buildings could be accommodated for employment uses within the confines of the existing site. Although the site is adjacent to the A1, the nearest junction to the site is not grade separated making it difficult for HGVs to turn right onto the southbound carriageway. The close proximity of the A1 also requires traffic to cross the busy trunk road in order to travel east. The site benefits from having no physical constraints, yet it is envisaged that any new development would need to take into account its impact upon the setting of the open countryside as the current site screening is relatively ineffective. The site is also remote from key settlements within the region, making it reliant upon the private car. As with Kilmell Dene, despite scoring poorly, this site is recognised as being a specialised industrial site with existing functional requirements which is well established within the local area.	Retain Existing Employment Site Protection	
12	Alnwick - Greensfield Park	A13	North	Alnwick	Existing	2.54	0	0	0	0.0%	4	4	4	4	3	3	4	26	Higher	General B-Class Employment uses	General B-Class Employment uses	Contains small scale offices and warehousing for firms such as Cropwise and Colman. A funeral directors and Land Rover Garage are also located on site. Most buildings on site are in good condition with well kept communal areas and low vacancy levels. There is the potential for traffic to be generated by Hotspur Park which could cause congestion within the local road network; however, on the whole, the site benefits from good access to the A1 and services located within the adjacent Sainsbury's or Alnwick Town Centre which is accessible via public transport. The site does, however, suffer from physical constraints brought about by poor design. For example, the road layout on site is congested due to a lack of car parking and contains dead ends which do not provide adequate turning space. It is regarded that this site would be attractive for companies looking for out of town office space and small scale distribution firms; however, it may lose occupants to newer sites such as the Lionheart development in future unless the design constraints are overcome.	Retain Existing Employment Site Protection	
13	Alnwick - Lionheart Enterprise Park	A15	North	Alnwick	Allocated	7.01	0.021	0.63	143	1.9%	4	4	3	3	4	4	3	25	Higher	Small scale warehousing, offices, retail and Sui Generis including waste transfer station	General B-Class Employment uses	Contains a mix of warehousing for companies such as Rothbury Motors; offices for companies such as Eclipse Translations; retail uses such as JG Pantons; and Sui Generis uses including a Waste Transfer Station and a Nissan repair centre. The premises are in good condition with approximately 10% of the site available for further development. Vacancy levels are very low with only one vacant unit identified. As with Greensfield Moor, the site is easily accessible via the A1 which also detaches the site from the main settlement. Infrequent bus services run past the site but do not pass through it making the private car a more convenient method of transport. Again, as with Greensfield Moor, there are no physical constraints associated with the site, other than a lack of perimeter screening. This is regarded as a popular site for a broad range of employment uses within a strong local market.	Retain Employment Site Allocation	
14	Alnwick - Hotspur Park	A16	North	Alnwick	Existing	6.093	0	0	0	0.0%	4	4	4	3	4	4	3	26	Higher	Out of centre retail / leisure park	A1 Retail / Leisure	Currently contains retail uses such as Argos and Sainsbury's and the Willowburn Leisure Centre with further retail uses also planned for development. The buildings are modern and in good condition with no vacancies although it is envisaged that an area of land to the west of Sainsbury's car park could be used for further development if needed. This is a sustainable site within a wider employment area which is easily accessible by public transport and benefits from good access to both the A1 and Alnwick itself. It should also be noted that a stream runs through the centre of the site. Although this does not represent a flood risk it does dictate where development is situated. As the site has now become a retail park it is unlikely that B-class employment uses would be attracted to Hotspur Park.	Remove existing employment site protection	



15	Alnwick - West Cawcliffe	A17	North	Alnwick	Allocated	2.71	2,298	0	0	0.0%	3	2	3	4	3	2	2	19	Average	Extension to existing Enterprise Park	General B-Class Employment uses	This greenfield grazing land is intended for the future expansion of the existing Lionheart employment site located to the south west of Alnwick. The site is immediately adjacent to the A1. As with its neighbouring sites, it is detached from residential areas and services by the A1 and due to an infrequent bus service it is largely reliant upon the private car. Additionally, the site topography is undulating which may deter firms requiring large plots of land unless public sector investment provided infrastructure within the site. It is likely that until Lionheart Phase 2 is fully completed, demand for land at West Cawcliffe will remain low.	Retain Employment Land Allocation
16	Alnwick - Lionheart Enterprise Park Phase 2	A18	North	Alnwick	Allocated	4.48	1,698	0	22/76.12	29.9%	4	4	3	3	3	4	3	24	Higher	Small scale warehousing, offices, retail and Sui Generis Employment uses	General B-Class Employment uses	An expansion site located to the east of the original Lionheart Park. There are currently 5 development units on site and 'Hotspur Court' a development of 17 small scale industrial units. The premises are in good condition and as Hotspur Court is a new development, vacancy levels are currently high at approximately 30%. As with the original Lionheart site, Lionheart Phase 2 is immediately accessible via the A1 which also detaches the site from the main settlement and public transport making the site more reliant upon the private car. It is envisaged that approximately 50% of the site is available for further development. Vacant land has been levelled with infrastructure being put in place which will make the site attractive to users. However, the north eastern perimeter of the site slopes steeply towards a stream which would negate development here. On the whole this is regarded as an attractive employment site that is likely to develop over time.	Retain Employment Land Allocation
17	Alnwick - Moor	A19	North	Alnwick	Allocated	4.52	2,692	1.3	1290.36	51.2%	4	4	3	3	4	3	3	24	Higher	Office park	B1a office	Represents a speculative office development containing developments such as Age Concern and Northern Property Finance with infrastructure in place for future development. As a newly developed site, the premises are of a good quality and vacancy levels currently stand at around 50%. It is estimated that a further 2ha would be available for future development if required. The site benefits from immediate access to the A1 via free moving roads; however, the roads accessing the site from the east are extremely narrow. The site is reasonably close to the town centre but is detached from the main settlement by the A1. As a result there are no buses that access the site directly, making the private car a more realistic form of transport for site users. There are no physical constraints associated with the site, other than a lack of screening which could potentially restrict the type and scale of future development. As vacancy levels are high within the existing development, it is regarded that the remainder is likely to come forward over the latter period of the plan period.	Retain Employment Land Allocation
18	Alnwick - Lee Moor Farm (Rennington)	A20	North	Alnwick	Existing	0.598	0	0	380	17.5%	1	2	1	3	3	3	3	15	Lower	Office park with associated retail/leisure	Local B1a office / service leisure uses	Mainly used for office uses; however, a range of other uses such as a chiropractic clinic, a gym, cafe and bakery have also occupied units within the site. The premises are currently in good condition and vacancy levels are low at approximately 17.5%. The site is constrained by a narrow site access and there is little scope to expand the premises. Even so, the site has made use of previously redundant agricultural buildings whilst providing an appealing working environment which blends well with the surrounding countryside. However, as a remote site it is reliant upon the private car in order to access both residential areas and services within Alnwick. As the site is isolated from the strategic road network along narrow country lanes, it is unlikely to appeal to mainstream occupiers requiring good access for a wider customer base. However, although this site scores poorly, it is recognised that the site is attractive to local / indigenous firms with a narrow customer base.	Retain Existing Employment Site Protection
19	Arble Couquet Enterprise Park	A28	North	Arble	Allocated	29.24	8,931	0.825	1325.94	4.6%	1	3	4	4	4	2	4	22	Average	General B-Class Employment uses serving a local market, with associated retail and Sui Generis uses	B1c / B2 industrial uses	Uses include a wide range of industrial and storage uses for companies such as Border Land Food, Longbenton Food, Holywell Engineering and Northern Structures. Other uses include light industrial starter units and bulk retail operators whilst non B class uses have also encroached upon the site including a childcare facility and a children's indoor play centre. The condition of units varies depending upon age and it is estimated that 30% of the site is available for further development. On the whole vacancy levels are low; however, vacancies are high within the industrial starter units with 40% of the units seemingly vacant. The site benefits from being within close proximity of Arble, and residential areas and services are accessible either on foot or via a local bus service. Nonetheless, despite the fact that the site is in a sustainable location and does not suffer from physical constraints, there are a number of vacant plots on site. This indicates that demand is limited due to the site's remoteness from the strategic road network, although Longbenton Food sell products nationwide.	Retain Employment Land Allocation
20	Berwick - North Road	B02	North	Berwick & Islandshire	Allocated	11.2	0,415	0	1400	8.4%	4	4	4	4	3	3	4	28	Higher	General B-Class Employment uses, retail and Sui Generis uses	General B-Class Employment uses, retail and Sui Generis	An established industrial estate containing a mix of offices, general industry and warehousing for companies such as MKM Building Supplies. A number of Sui Generis uses are also located on site such as a SITA waste recycling facility and two car showrooms. The majority of the site contains a mix of good to average units with a number of older units of poor quality within the centre of the site. Vacancy levels are currently low at less than 5% and only 0.42ha is envisaged to be available for further development. The site benefits from immediate access onto the main road from being in walking distance to residential areas and regular bus links provide access to the town centre and Berwick station. This site benefits from an advertising opportunity for passing trains on the ECM, which borders the site to the east. Nonetheless, this site suffers from an illogical layout due to development taking place in an ad-hoc fashion and is constrained further by a HSE consultation zone which covers 25% of the site. On the whole, this is regarded as a well established and busy industrial estate.	Retain Employment Land Allocation
21	Berwick - Tweedmouth	B03	North	Berwick & Islandshire	Allocated	6.12	0.09	0	0	0.0%	3	3	4	3	3	3	5	24	Higher	Part retail park, part general industrial estate	Retail / General industrial uses	Site split into western and eastern sections bisected by the A1167. The western section is a retail park containing retailers such as Homebase, Halfords and Currys, whilst the eastern section contains general industrial and distribution units for J Dowe Ltd and Autogas. There are very few vacancies and little land is available for future development; the retail park is in good condition although one unit occupied by JD Dowe is derelict and in need of investment. This is a sustainable site within walking distance of the town centre. However, as the site is central with local roads passing through residential areas and busy junctions, it makes access to the strategic road network more problematic than other sites on the outskirts. Additionally, the western half of the retail park falls within the Achema Ltd HSE Consultation Zone but this has not proved to be a significant constraint to development to date. On the whole, this site is regarded as a popular and well located employment site.	Retain Employment Land Allocation
22	Berwick - Tweedside	B04	North	Berwick & Islandshire	Allocated	40.1	0,327	1,288	9343	9.3%	4	3	4	4	3	3	4	25	Higher	General B-Class Employment uses with some Sui Generis encroachment	General B-Class Employment uses	Site is predominantly used for general industry with other uses consisting of warehousing, light industry and Sui Generis uses such as a Mitsuoka Garage and gym. Many of the older units are either derelict or in poor condition and newer units being in average condition. There is minimal land available for further expansion; however, there are a number of large vacant units such as the derelict Pilsbury site which accounts for 6,585 sqm of employment space. The site is largely unconstrained by neighbouring uses and benefits from ease of access to the strategic road network and Berwick Town Centre. However, the A98 is the primary route into the town centre and therefore the local roads can become congested at peak times. A major constraint associated with this site is the HSE Consultation Zone which covers the whole site. Stemming from Achema Ltd, this is likely to restrict development in the future and makes the site less appealing to prospective investors. On the whole this site has a run down feel and will require investment in order to open up the derelict sections of the estate for re-use.	Retain Employment Land Allocation
27	Norman	B09	North	Berwick & Islandshire	Allocated	0.47	0,469	0	0	0.0%	1	1	1	1	1	1	1	7	Lower	Rural service site, currently vacant	Agricultural	A vacant site which is currently used for fly tipping. The site is in a remote and unsustainable location detached from the strategic road network and key settlements within the district. The site is wooded with no infrastructure and it is envisaged that the remediation costs associated with bringing the site back into use would be high. Therefore, it is recommended that this site be de-allocated for employment use.	De-allocate
30	Berwick - Ramparts Business Park	B12	North	Berwick & Islandshire	Allocated	13.83	9,865	0	4209.71	50.0%	4	4	4	3	5	3	4	27	Higher	General B-Class Employment uses serving a local market, with associated retail and Sui Generis uses	General B-Class Employment uses, retail and Sui Generis	A recent development that contains a mix of offices, general and light industrial units, retail outlets, warehousing and individual Sui Generis uses such as a veterinary surgery. As a new development there is currently a significant amount of land available for further development and 50% of the units are currently vacant. The site benefits from a logical layout with infrastructure already constructed and from immediate access to and from the strategic road network. Additionally, residential areas, services and the train station within Berwick are accessible via bus. Additional services are also available at a Morrison's superstore located within an adjacent retail park; however it is expected that the majority of site users will access the site via car. Furthermore, this site presents a unique advertising opportunity for passing trains on the ECM, which bounds the site to the east. This is regarded as a site which contains good quality accommodation; however, the demand for offices appears to be relatively low at this point in time as shown by the high vacancy levels.	Retain Employment Land Allocation
31	Berwick - NW of A698 Old Road	B13	North	Berwick & Islandshire	Allocated	8.44	8,435	0	0	0.0%	4	5	4	3	1	1	2	20	Average	Industrial employment currently in agricultural use	Agricultural	Currently in use for agricultural purposes. The site benefits from ease of access to the A1 via free moving local roads and from being within 20m of Berwick town centre which is accessible via car or bus. However, the land would require levelling and investment in infrastructure in order to become suitable for development and the site is heavily constrained by the fact that it falls within a HSE consultation zone from Achema Ltd which could restrict the type of development which would be permitted on safety grounds. As there is evidently a lack of demand for employment uses on this site (also reflected in the amount of development land left at Rampart Business Park and town centre developments such as Berwick Workshops), and the need to prioritise the recycling of land on existing sites, it is recommended that this site be de-allocated for employment use.	De-allocate
32	Berwick - Spital Point	B14	North	Berwick & Islandshire	Allocated	3.89	3,896	0	0	0.0%	1	1	4	1	2	2	2	13	Lower	TBC following ACA-funded Masterplan for this site and the wider area	TBC following ACA-funded Masterplan for this site and the wider area	Formerly used for warehousing when the town was in a poor, run down condition with one large unit currently let and 75% of the site is available for future development. The site is well located to residential areas and services both within Berwick and Spital, although it is extremely difficult to access. The site is constrained by a neighbouring school, Spital Conservation Area, a Grade II listed building within the western corner of the site and all of the site also falls within Flood Zone 2a. This site is run down, in need of remediation and is clearly in need of investment. As there is a lack of demand for B-class employment uses then it is recommended that this site be de-allocated. In the medium term, existing companies could be encouraged to re-locate at relatively low cost if viable alternatives are proposed for the site. It is understood that work is soon to	De-allocate
9	Rothbury	A09	North	Coquetdale	Existing	2.29	0	0	148.83	5.2%	1	1	4	3	3	2	3	15	Lower	General B-Class Employment uses serving a local market	General B-Class Employment uses serving a local market	contains a mix of uses including a fire station, Rothbury Home Bakery and a builders merchants. The site is currently in a poor, run down condition. Due to the narrow and steep nature of the site there is very little land available for future development. Despite this, the site is still attractive to some local users with vacancies remaining low at 5%. The site benefits from a relatively sustainable location in close proximity to residential areas and services within the village centre. However, the site requires traffic to pass through residential areas and negotiate difficult bridges and is 20km away from the A1. Despite scoring poorly, however, it is recognised that this site serves a purpose within the local market and should be retained.	Retain Existing Employment Site Protection



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6	Morpeth - Railway Yards	D14	North	Morpeth	Allocated	1.8	1.8	0	0	0.0%	2	2	5	1	1	1	5	17	Lower	Rail related storage and operations	Mixed use (not including B class)	The site is currently used as an operational and storage area for Network Rail including temporary office units. The premises are of average quality with no vacancies, although there is a large amount of vacant space within the site much of it is currently blocked by rail tracks reducing the amount that is realistically suitable for development within an already narrow site surrounded by residential properties. The site benefits from a sustainable and accessible location close to residential areas and services within Morpeth, however, traffic is required to pass through residential areas and the congested town centre. Due to the constrained nature of the site and the lack of development land available, it is recommended that the site is de-allocated for employment uses.	De-allocate
70	Extension to Farmoor	D17	North	Morpeth	Allocated	5.6	5.6	0	0	0.0%	4	4	3	4	4	1	2	22	Average	Greenfield site intended to be a Business Park	Recreational land	Currently consists of greenfield recreational land, a pavilion and a community hall adjacent to Northgate Hospital. Both the pavilion and community hall appear to be either vacant or infrequently used and in poor condition. Due to the large amount of greenfield land there is also a large amount of land which could potentially be used for future commercial development. The site benefits from its position adjacent to the A14 with free moving local roads, however, when approaching the site via the A192 traffic is required to enter a roundabout and cut across the southbound link ramp of the A1 which is potentially confusing for drivers. Whilst the site was originally intended to form part of the wider Farmoor development site, including D14 and D21, this site has added constraints, not least the potentially very difficult access (even allowing for the possibility of the Morpeth Northern Bypass) and the proximity of sensitive uses in Northgate Hospital. Hence it is recommended that whilst site D13 and D21 should be taken forward, this site be de-allocated for employment use.	De-allocate
72	St Marys Hospital	D19	North	Morpeth	Allocated	33.6	33.6	0	0	0.0%	2	1	2	4	4	1	2	16	Lower	Residential led mixed use development	Mixed use (including residential and 5.2ha B1 land)	This site contains a vacated hospital which is in the process of being demolished ahead of the construction of a residential led mixed use development (with some commercial development). This site has extant planning permission for a mixed use development including 172 residential units, 62,000 sqft of commercial development, access landscaping (including restoration of registered gardens), and highways access improvements. On the whole the site is reliant upon the private car, being fairly remote from services and significant residential areas. The site is also accessed via narrow country roads which would be unsuitable for larger vehicles. Construction is underway, and it is understood that the current £13.6m employment allocation, only 6.444ha will now be developed for B1 uses. It will therefore be important to de-allocate any employment which is lost to this development around the size and location of the remaining employment land accordingly.	Assess site boundary to reflect reduced employment allocation
76	Adjacent to 16th Farmoor	D21	North	Morpeth	Allocated	8.1	8.15	0	0	0.0%	4	5	3	4	4	2	1	23	Average	Mixed use residential / B1a office	Mixed use residential / B1a office	This site contains a vacated hospital which is in the process of being demolished ahead of the construction of a residential led mixed use development (with some commercial development). This site has extant planning permission for a mixed use development including 172 residential units, 62,000 sqft of commercial development, access landscaping (including restoration of registered gardens), and highways access improvements. On the whole the site is reliant upon the private car, being fairly remote from services and significant residential areas. The site is also accessed via narrow country roads which would be unsuitable for larger vehicles. Construction is underway, and it is understood that the current £13.6m employment allocation, only 6.444ha will now be developed for B1 uses. It will therefore be important to de-allocate any employment which is lost to this development around the size and location of the remaining employment land accordingly.	Re-use Employment Land Allocation
19	Belford	B01	North	Seahouses & Belford	Allocated	8.39	0.794	0	368	5.0%	4	4	2	2	2	2	2	18	Lower	General B - Class Employment uses serving a local market	Local B1c / B2 industrial uses and B8 warehousing	An employment site which is used for general industry and warehousing purposes for companies such as Coastal Grains Ltd. The site is currently in average condition with vacancies of around 5%, a small amount of land is also available to the north and east of the existing premises to be available for further development. Although the site is immediately adjacent to the A1 it is not situated at the point where labour and services are located approximately 20km away. Additionally, the site is prone to flooding, with a portion of the site falling within Flood Zone 2. It is further constrained by two HGE consultation zones and four sites of archaeological interest within the Belford. Although this is not a high profile site, it provides for the use of the local area.	Re-use Employment Land Allocation
20	Almwick - North	B05	North	Seahouses & Belford	Allocated	2.64	1.208	0	278	11.4%	1	1	3	3	3	2	3	16	Lower	General B - Class Employment uses serving a local market	Local B1c / B2 industrial uses and B8 warehousing	An industrial estate in poor condition, containing a mix of uses aimed at the local market. The site contains a mix of light industrial units, an MOT Garage, a funeral directors and distribution units. Vacancy rates are 11%, with almost 50% of the site being available for further development. The site is within walking distance of residential areas and services within Seahouses; however, it is remote from both key settlements and the strategic road network. Although the site is well screened from residential properties, the northern and western perimeters are exposed to the open countryside which may restrict the type and scale of future development, especially as falls within the Coastal ACNB and the Heritage Coast Zone. A lack of adequate parking has caused congestion within the site and fly tipping has also become an issue making the site look particularly run down. Although the site scores poorly, it is recognised that this site will appeal to small scale operators catering to the local market. A greenfield site located immediately south of the village of Belford. Part of the site is currently being developed for a farm shop and country store with the remainder of the site being available for future development. As with site B1, although the site is immediately adjacent to the A1 it is not suited at this point. Labour and services are also located approximately 20km away making it reliant upon the private car. Although it is recognised that this site is unlikely to be an attractive employment site, that a local business has chosen to develop within the site shows that there is some limited demand.	Re-use Employment Land Allocation
26	Belford West	B13	North	Seahouses & Belford	Allocated	1.59	1.889	0	0	0.0%	4	3	2	2	4	2	1	18	Average	Rural service site	Rural service site	A site currently used for business starter units and general industry for companies such as Stelfox Ltd. The newer starter units are generally in good or average condition with a number of larger units appearing to be poor and almost derelict. 20% of the units on site are vacant with the starter units struggling to attract occupiers. Over 50% of the site consists of a mix of brownfield and poor quality greenfield land which is currently unused with fly tipping becoming an issue on site. Heston is remote on the strategic road network and 4km away from a wide variety of services within Arble which in turn restricts demand to the local market.	Re-use Employment Land Allocation
35	Heddon	D01	North	Widdington & Cresswell	Allocated	4.8	1.22	0	786.97	25.9%	1	3	2	1	4	1	2	14	Lower	Workshop starter units	Starter Units	This site is used for office and general industrial use for firms such as Revue Roofing and Halo Photography. The existing buildings are of a poor quality; there is no additional land available on site and former Tarmac plant represents the only vacancy. The site benefits from good strategic access to the A188 via free moving roads; however, the site is approximately 3.5km from Blyth Town Centre with limited public transport. Traffic is required to pass through residential areas and the site is bounded by a new residential development, although there does not appear to be a conflict between the two land uses at present. It is likely that as a former colliery, this site would require remediation work ahead of any redevelopment which, combined with the adjacent residential properties and its distance from the town centre, reduces the market attractiveness of the site. Although this site is not recommended for de-allocation, this site should not be protected for B-class uses should alternative uses develop.	Re-use Employment Land Allocation
39	Blyth Riverside	C21	South East	Blyth	Existing	1.405	0	0	834	48.4%	5	4	3	3	3	1	3	22	Average	General B - Class Employment uses serving a local market	Residential / Community / Leisure Facilities	A large well established industrial estate consisting of uses including workshop, builders merchants such as James Burrell and larger industrial units. The premises are of average condition with very little additional land available for development; however, vacancy levels stand at approximately 13% with a vacant mill site also located within the industrial estate. The site benefits from being within an existing employment area in close proximity to residential areas and services within Blyth which are also easily accessible via public transport. However, the site is located further from the A188 than the Coniston Road site and local roads often become congested (particularly to the north of the site where cars are required to park at the side of the road). This is an old and established employment site within Blyth which is attractive to users due to good road links and proximity to Tyne and Wear.	Remove existing employment site allocation
34	Blyth Riverside Park	O02	South East	Blyth	Allocated	20.218	3.726	0.621	4624.02	12.9%	3	3	4	4	5	3	4	26	Higher	General Industrial Estates	General B - Class Employment uses	The site currently contains both general and light industrial uses for firms such as Draper and Burrell. The condition of the employment units is very poor from top ground dependent upon their age. There is very little land available for further development although some large units formerly occupied by Dewhursts and Fergusons appear to be vacant. The site benefits from close proximity to the A188 and residential areas and services within Blyth which are accessible via public transport. Moreover, as a self contained estate, it is well screened from residential properties to the south. Nonetheless, the site does require traffic to pass through local roads within Blyth and concerns have been raised regarding the congested access road. It has been noted that Travelers have also begun to make use of the vacant site which has impacted upon its market attractiveness. Even so, despite a number of vacant units this is regarded as an established employment site of average quality, which benefits from its proximity to Tyne and Wear.	Re-use Employment Land Allocation
35	Blyth Riverside Park (Coniston Road)	O03	South East	Blyth	Allocated	46.954	6.321	1.539	14492	18.2%	4	3	4	4	3	3	3	24	Higher	General Industrial Estates	General B - Class Employment uses	The site currently contains both general and light industrial uses for firms such as Draper and Burrell. The condition of the employment units is very poor from top ground dependent upon their age. There is very little land available for further development although some large units formerly occupied by Dewhursts and Fergusons appear to be vacant. The site benefits from close proximity to the A188 and residential areas and services within Blyth which are accessible via public transport. Moreover, as a self contained estate, it is well screened from residential properties to the south. Nonetheless, the site does require traffic to pass through local roads within Blyth and concerns have been raised regarding the congested access road. It has been noted that Travelers have also begun to make use of the vacant site which has impacted upon its market attractiveness. Even so, despite a number of vacant units this is regarded as an established employment site of average quality, which benefits from its proximity to Tyne and Wear.	Re-use Employment Land Allocation
36	Blyth Harbour	O04	South East	Blyth	Allocated	46.85	6.204	1.464	67.61	0.2%	3	3	4	3	5	3	3	24	Higher	Port-related storage and storage activities	Port-related storage activities	The site consists of a mix of office uses, general industry, warehousing and external storage for Port of Blyth and Nancie. The buildings on site consist of new, good quality, office developments and average-to-poor quality industrial and warehousing units. The larger units on site are occupied, whilst the smaller business units have higher vacancy levels. There are, however, two large vacant sites within the harbour, a former garage which requires remediation work and a site owned by Port of Blyth which is restricted to port related uses. The site is relatively close to the A188 and services within the town centre are within walking distance; however, roads are often congested. As a port, the site is also susceptible to flooding. Nonetheless, this is an important and established employment site within Blyth that benefits from a sustainable location and access to proximity to Tyne and Wear. Although there has been a lack of private sector investment within the site it is hoped that private firms can be encouraged to locate on site in the future.	Re-use Employment Land Allocation
37	Crofton Mill	O05	South East	Blyth	Allocated	2.167	1.43	0	0	0.0%	2	1	6	2	2	1	2	15	Lower	Light industrial units serving a local market	Residential	Although predominantly vacant, the site contains four garage units located to the south east and a sales unit for Phoenix Fireplaces. These units are currently in poor condition with one unit also currently vacant. The site benefits from being within walking distance of both residential areas and services within Blyth; however, it is cut off from the strategic road network by residential roads with congestion caused by on street parking. With such a significant volume of residential properties nearby, this restricts the future use of this relatively small site which also requires remediation work and is located within Flood Zone 3. This site has remained vacant for a long time and has become subject to requirements, hence it is considered that this site is suitable for de-allocation.	De-allocate



[illegible]



Ref	Location	Zone	Direction	Current Use	Area (ha)	Employment (FTE)	Population (1000s)	Distance to A166 (km)	Distance to A169 (km)	Distance to A167 (km)	Distance to A168 (km)	Distance to A165 (km)	Distance to A164 (km)	Distance to A163 (km)	Distance to A162 (km)	Distance to A161 (km)	Distance to A160 (km)	Distance to A159 (km)	Distance to A158 (km)	Distance to A157 (km)	Distance to A156 (km)	Distance to A155 (km)	Distance to A154 (km)	Distance to A153 (km)	Distance to A152 (km)	Distance to A151 (km)	Distance to A150 (km)	Distance to A149 (km)	Distance to A148 (km)	Distance to A147 (km)	Distance to A146 (km)	Distance to A145 (km)	Distance to A144 (km)	Distance to A143 (km)	Distance to A142 (km)	Distance to A141 (km)	Distance to A140 (km)	Distance to A139 (km)	Distance to A138 (km)	Distance to A137 (km)	Distance to A136 (km)	Distance to A135 (km)	Distance to A134 (km)	Distance to A133 (km)	Distance to A132 (km)	Distance to A131 (km)	Distance to A130 (km)	Distance to A129 (km)	Distance to A128 (km)	Distance to A127 (km)	Distance to A126 (km)	Distance to A125 (km)	Distance to A124 (km)	Distance to A123 (km)	Distance to A122 (km)	Distance to A121 (km)	Distance to A120 (km)	Distance to A119 (km)	Distance to A118 (km)	Distance to A117 (km)	Distance to A116 (km)	Distance to A115 (km)	Distance to A114 (km)	Distance to A113 (km)	Distance to A112 (km)	Distance to A111 (km)	Distance to A110 (km)	Distance to A109 (km)	Distance to A108 (km)	Distance to A107 (km)	Distance to A106 (km)	Distance to A105 (km)	Distance to A104 (km)	Distance to A103 (km)	Distance to A102 (km)	Distance to A101 (km)	Distance to A100 (km)	Distance to A99 (km)	Distance to A98 (km)	Distance to A97 (km)	Distance to A96 (km)	Distance to A95 (km)	Distance to A94 (km)	Distance to A93 (km)	Distance to A92 (km)	Distance to A91 (km)	Distance to A90 (km)	Distance to A89 (km)	Distance to A88 (km)	Distance to A87 (km)	Distance to A86 (km)	Distance to A85 (km)	Distance to A84 (km)	Distance to A83 (km)	Distance to A82 (km)	Distance to A81 (km)	Distance to A80 (km)	Distance to A79 (km)	Distance to A78 (km)	Distance to A77 (km)	Distance to A76 (km)	Distance to A75 (km)	Distance to A74 (km)	Distance to A73 (km)	Distance to A72 (km)	Distance to A71 (km)	Distance to A70 (km)	Distance to A69 (km)	Distance to A68 (km)	Distance to A67 (km)	Distance to A66 (km)	Distance to A65 (km)	Distance to A64 (km)	Distance to A63 (km)	Distance to A62 (km)	Distance to A61 (km)	Distance to A60 (km)	Distance to A59 (km)	Distance to A58 (km)	Distance to A57 (km)	Distance to A56 (km)	Distance to A55 (km)	Distance to A54 (km)	Distance to A53 (km)	Distance to A52 (km)	Distance to A51 (km)	Distance to A50 (km)	Distance to A49 (km)	Distance to A48 (km)	Distance to A47 (km)	Distance to A46 (km)	Distance to A45 (km)	Distance to A44 (km)	Distance to A43 (km)	Distance to A42 (km)	Distance to A41 (km)	Distance to A40 (km)	Distance to A39 (km)	Distance to A38 (km)	Distance to A37 (km)	Distance to A36 (km)	Distance to A35 (km)	Distance to A34 (km)	Distance to A33 (km)	Distance to A32 (km)	Distance to A31 (km)	Distance to A30 (km)	Distance to A29 (km)	Distance to A28 (km)	Distance to A27 (km)	Distance to A26 (km)	Distance to A25 (km)	Distance to A24 (km)	Distance to A23 (km)	Distance to A22 (km)	Distance to A21 (km)	Distance to A20 (km)	Distance to A19 (km)	Distance to A18 (km)	Distance to A17 (km)	Distance to A16 (km)	Distance to A15 (km)	Distance to A14 (km)	Distance to A13 (km)	Distance to A12 (km)	Distance to A11 (km)	Distance to A10 (km)	Distance to A9 (km)	Distance to A8 (km)	Distance to A7 (km)	Distance to A6 (km)	Distance to A5 (km)	Distance to A4 (km)	Distance to A3 (km)	Distance to A2 (km)	Distance to A1 (km)	Distance to A0 (km)	Distance to A-1 (km)	Distance to A-2 (km)	Distance to A-3 (km)	Distance to A-4 (km)	Distance to A-5 (km)	Distance to A-6 (km)	Distance to A-7 (km)	Distance to A-8 (km)	Distance to A-9 (km)	Distance to A-10 (km)	Distance to A-11 (km)	Distance to A-12 (km)	Distance to A-13 (km)	Distance to A-14 (km)	Distance to A-15 (km)	Distance to A-16 (km)	Distance to A-17 (km)	Distance to A-18 (km)	Distance to A-19 (km)	Distance to A-20 (km)	Distance to A-21 (km)	Distance to A-22 (km)	Distance to A-23 (km)	Distance to A-24 (km)	Distance to A-25 (km)	Distance to A-26 (km)	Distance to A-27 (km)	Distance to A-28 (km)	Distance to A-29 (km)	Distance to A-30 (km)	Distance to A-31 (km)	Distance to A-32 (km)	Distance to A-33 (km)	Distance to A-34 (km)	Distance to A-35 (km)	Distance to A-36 (km)	Distance to A-37 (km)	Distance to A-38 (km)	Distance to A-39 (km)	Distance to A-40 (km)	Distance to A-41 (km)	Distance to A-42 (km)	Distance to A-43 (km)	Distance to A-44 (km)	Distance to A-45 (km)	Distance to A-46 (km)	Distance to A-47 (km)	Distance to A-48 (km)	Distance to A-49 (km)	Distance to A-50 (km)	Distance to A-51 (km)	Distance to A-52 (km)	Distance to A-53 (km)	Distance to A-54 (km)	Distance to A-55 (km)	Distance to A-56 (km)	Distance to A-57 (km)	Distance to A-58 (km)	Distance to A-59 (km)	Distance to A-60 (km)	Distance to A-61 (km)	Distance to A-62 (km)	Distance to A-63 (km)	Distance to A-64 (km)	Distance to A-65 (km)	Distance to A-66 (km)	Distance to A-67 (km)	Distance to A-68 (km)	Distance to A-69 (km)	Distance to A-70 (km)	Distance to A-71 (km)	Distance to A-72 (km)	Distance to A-73 (km)	Distance to A-74 (km)	Distance to A-75 (km)	Distance to A-76 (km)	Distance to A-77 (km)	Distance to A-78 (km)	Distance to A-79 (km)	Distance to A-80 (km)	Distance to A-81 (km)	Distance to A-82 (km)	Distance to A-83 (km)	Distance to A-84 (km)	Distance to A-85 (km)	Distance to A-86 (km)	Distance to A-87 (km)	Distance to A-88 (km)	Distance to A-89 (km)	Distance to A-90 (km)	Distance to A-91 (km)	Distance to A-92 (km)	Distance to A-93 (km)	Distance to A-94 (km)	Distance to A-95 (km)	Distance to A-96 (km)	Distance to A-97 (km)	Distance to A-98 (km)	Distance to A-99 (km)	Distance to A-100 (km)	Distance to A-101 (km)	Distance to A-102 (km)	Distance to A-103 (km)	Distance to A-104 (km)	Distance to A-105 (km)	Distance to A-106 (km)	Distance to A-107 (km)	Distance to A-108 (km)	Distance to A-109 (km)	Distance to A-110 (km)	Distance to A-111 (km)	Distance to A-112 (km)	Distance to A-113 (km)	Distance to A-114 (km)	Distance to A-115 (km)	Distance to A-116 (km)	Distance to A-117 (km)	Distance to A-118 (km)	Distance to A-119 (km)	Distance to A-120 (km)	Distance to A-121 (km)	Distance to A-122 (km)	Distance to A-123 (km)	Distance to A-124 (km)	Distance to A-125 (km)	Distance to A-126 (km)	Distance to A-127 (km)	Distance to A-128 (km)	Distance to A-129 (km)	Distance to A-130 (km)	Distance to A-131 (km)	Distance to A-132 (km)	Distance to A-133 (km)	Distance to A-134 (km)	Distance to A-135 (km)	Distance to A-136 (km)	Distance to A-137 (km)	Distance to A-138 (km)	Distance to A-139 (km)	Distance to A-140 (km)	Distance to A-141 (km)	Distance to A-142 (km)	Distance to A-143 (km)	Distance to A-144 (km)	Distance to A-145 (km)	Distance to A-146 (km)	Distance to A-147 (km)	Distance to A-148 (km)	Distance to A-149 (km)	Distance to A-150 (km)	Distance to A-151 (km)	Distance to A-152 (km)	Distance to A-153 (km)	Distance to A-154 (km)	Distance to A-155 (km)	Distance to A-156 (km)	Distance to A-157 (km)	Distance to A-158 (km)	Distance to A-159 (km)	Distance to A-160 (km)	Distance to A-161 (km)	Distance to A-162 (km)	Distance to A-163 (km)	Distance to A-164 (km)	Distance to A-165 (km)	Distance to A-166 (km)	Distance to A-167 (km)	Distance to A-168 (km)	Distance to A-169 (km)	Distance to A-170 (km)	Distance to A-171 (km)	Distance to A-172 (km)	Distance to A-173 (km)	Distance to A-174 (km)	Distance to A-175 (km)	Distance to A-176 (km)	Distance to A-177 (km)	Distance to A-178 (km)	Distance to A-179 (km)	Distance to A-180 (km)	Distance to A-181 (km)	Distance to A-182 (km)	Distance to A-183 (km)	Distance to A-184 (km)	Distance to A-185 (km)	Distance to A-186 (km)	Distance to A-187 (km)	Distance to A-188 (km)	Distance to A-189 (km)	Distance to A-190 (km)	Distance to A-191 (km)	Distance to A-192 (km)	Distance to A-193 (km)	Distance to A-194 (km)	Distance to A-195 (km)	Distance to A-196 (km)	Distance to A-197 (km)	Distance to A-198 (km)	Distance to A-199 (km)	Distance to A-200 (km)	Distance to A-201 (km)	Distance to A-202 (km)	Distance to A-203 (km)	Distance to A-204 (km)	Distance to A-205 (km)	Distance to A-206 (km)	Distance to A-207 (km)	Distance to A-208 (km)	Distance to A-209 (km)	Distance to A-210 (km)	Distance to A-211 (km)	Distance to A-212 (km)	Distance to A-213 (km)	Distance to A-214 (km)	Distance to A-215 (km)	Distance to A-216 (km)	Distance to A-217 (km)	Distance to A-218 (km)	Distance to A-219 (km)	Distance to A-220 (km)	Distance to A-221 (km)	Distance to A-222 (km)	Distance to A-223 (km)	Distance to A-224 (km)	Distance to A-225 (km)	Distance to A-226 (km)	Distance to A-227 (km)	Distance to A-228 (km)	Distance to A-229 (km)	Distance to A-230 (km)	Distance to A-231 (km)	Distance to A-232 (km)	Distance to A-233 (km)	Distance to A-234 (km)	Distance to A-235 (km)	Distance to A-236 (km)	Distance to A-237 (km)	Distance to A-238 (km)	Distance to A-239 (km)	Distance to A-240 (km)	Distance to A-241 (km)	Distance to A-242 (km)	Distance to A-243 (km)	Distance to A-244 (km)	Distance to A-245 (km)	Distance to A-246 (km)	Distance to A-247 (km)	Distance to A-248 (km)	Distance to A-249 (km)	Distance to A-250 (km)	Distance to A-251 (km)	Distance to A-252 (km)	Distance to A-253 (km)	Distance to A-254 (km)	Distance to A-255 (km)	Distance to A-256 (km)	Distance to A-257 (km)	Distance to A-258 (km)	Distance to A-259 (km)	Distance to A-260 (km)	Distance to A-261 (km)	Distance to A-262 (km)	Distance to A-263 (km)	Distance to A-264 (km)	Distance to A-265 (km)	Distance to A-266 (km)	Distance to A-267 (km)	Distance to A-268 (km)	Distance to A-269 (km)	Distance to A-270 (km)	Distance to A-271 (km)	Distance to A-272 (km)	Distance to A-273 (km)	Distance to A-274 (km)	Distance to A-275 (km)	Distance to A-276 (km)	Distance to A-277 (km)	Distance to A-278 (km)	Distance to A-279 (km)	Distance to A-280 (km)	Distance to A-281 (km)	Distance to A-282 (km)	Distance to A-283 (km)	Distance to A-284 (km)	Distance to A-285 (km)	Distance to A-286 (km)	Distance to A-287 (km)	Distance to A-288 (km)	Distance to A-289 (km)	Distance to A-290 (km)	Distance to A-291 (km)	Distance to A-292 (km)	Distance to A-293 (km)	Distance to A-294 (km)	Distance to A-295 (km)	Distance to A-296 (km)	Distance to A-297 (km)	Distance to A-298 (km)	Distance to A-299 (km)	Distance to A-300 (km)	Distance to A-301 (km)	Distance to A-302 (km)	Distance to A-303 (km)	Distance to A-304 (km)	Distance to A-305 (km)	Distance to A-306 (km)	Distance to A-307 (km)	Distance to A-308 (km)	Distance to A-309 (km)	Distance to A-310 (km)	Distance to A-311 (km)	Distance to A-312 (km)	Distance to A-313 (km)	Distance to A-314 (km)	Distance to A-315 (km)	Distance to A-316 (km)	Distance to A-317 (km)	Distance to A-318 (km)	Distance to A-319 (km)	Distance to A-320 (km)	Distance to A-321 (km)	Distance to A-322 (km)	Distance to A-323 (km)	Distance to A-324 (km)	Distance to A-325 (km)	Distance to A-326 (km)	Distance to A-327 (km)	Distance to A-328 (km)	Distance to A-329 (km)	Distance to A-330 (km)	Distance to A-331 (km)	Distance to A-332 (km)	Distance to A-333 (km)	Distance to A-334 (km)	Distance to A-335 (km)	Distance to A-336 (km)	Distance to A-337 (km)	Distance to A-338 (km)	Distance to A-339 (km)	Distance to A-340 (km)	Distance to A-341 (km)	Distance to A-342 (km)	Distance to A-343 (km)	Distance to A-344 (km)	Distance to A-345 (km)	Distance to A-346 (km)	Distance to A-347 (km)	Distance to A-348 (km)	Distance to A-349 (km)	Distance to A-350 (km)	Distance to A-351 (km)	Distance to A-352 (km)	Distance to A-353 (km)	Distance to A-354 (km)	Distance to A-355 (km)	Distance to A-356 (km)	Distance to A-357 (km)	Distance to A-358 (km)	Distance to A-359 (km)	Distance to A-360 (km)	Distance to A-361 (km)	Distance to A-362 (km)	Distance to A-363 (km)	Distance to A-364 (km)	Distance to A-365 (km)	Distance to A-366 (km)	Distance to A-367 (km)	Distance to A-368 (km)	Distance to A-369 (km)	Distance to A-370 (km)	Distance to A-371 (km)	Distance to A-372 (km)	Distance to A-373 (km)	Distance to A-374 (km)	Distance to A-375 (km)	Distance to A-376 (km)	Distance to A-377 (km)	Distance to A-378 (km)	Distance to A-379 (km)	Distance to A-380 (km)	Distance to A-381 (km)	Distance to A-382 (km)	Distance to A-383 (km)	Distance to A-384 (km)	Distance to A-385 (km)	Distance to A-386 (km)	Distance to A-387 (km)	Distance to A-388 (km)	Distance to A-389 (km)	Distance to A-390 (km)	Distance to A-391 (km)	Distance to A-392 (km)	Distance to A-393 (km)	Distance to A-394 (km)	Distance to A-395 (km)	Distance to A-396 (km)	Distance to A-397 (km)	Distance to A-398 (km)	Distance to A-399 (km)	Distance to A-400 (km)	Distance to A-401 (km)	Distance to A-402 (km)	Distance to A-403 (km)	Distance to A-404 (km)	Distance to A-405 (km)	Distance to A-406 (km)	Distance to A-407 (km)	Distance to A-408 (km)	Distance to A-409 (km)	Distance to A-410 (km)	Distance to A-411 (km)	Distance to A-412 (km)	Distance to A-413 (km)	Distance to A-414 (km)	Distance to A-415 (km)	Distance to A-416 (km)	Distance to A-417 (km)	Distance to A-418 (km)	Distance to A-419 (km)	Distance to A-420 (km)	Distance to A-421 (km)	Distance to A-422 (km)	Distance to A-423 (km)	Distance to A-424 (km)	Distance to A-425 (km)	Distance to A-426 (km)	Distance to A-427 (km)	Distance to A-428 (km)	Distance to A-429 (km)	Distance to A-430 (km)	Distance to A-431 (km)	Distance to A-432 (km)	Distance to A-433 (km)	Distance to A-434 (km)	Distance to A-435 (km)	Distance to A-436 (km)	Distance to A-437 (km)	Distance to A-438 (km)	Distance to A-439 (km)	Distance to A-440 (km)	Distance to A-441 (km)	Distance to A-442 (km)	Distance to A-443 (km)	Distance to A-444 (km)	Distance to A-445 (km)	Distance to A-446 (km)	Distance to A-447 (km)	Distance to A-448 (km)	Distance to A-449 (km)	Distance to A-450 (km)	Distance to A-451 (km)	Distance to A-452 (km)	Distance to A-453 (km)	Distance to A-454 (km)	Distance to A-455 (km)	Distance to A-456 (km)	Distance to A-457 (km)	Distance to A-458 (km)	Distance to A-459 (km)	Distance to A-460 (km)	Distance to A-461 (km)	Distance to A-462 (km)	Distance to A-463 (km)	Distance to A-464 (km)	Distance to A-465 (km)	Distance to A-466 (km)	Distance to A-467 (km)	Distance to A-468 (km)	Distance to A-469 (km)	Distance to A-470 (km)	Distance to A-471 (km)	Distance to A-472 (km)	Distance to A-473 (km)	Distance to A-474 (km)	Distance to A-475 (km)	Distance to A-476 (km)	Distance to A-477 (km)	Distance to A-478 (km)	Distance to A-479 (km)	Distance to A-480 (km)	Distance to A-481 (km)	Distance to A-482 (km)	Distance to A-483 (km)	Distance to A-484 (km)	Distance to A-485 (km)	Distance to A-486 (km)	Distance to A-487 (km)	Distance to A-488 (km)	Distance to A-489 (km)	Distance to A-490 (km)	Distance to A-491 (km)	Distance to A-492 (km)	Distance to A-493 (km)	Distance to A-494 (km)	Distance to A-495 (km)	Distance to A-496 (km)	Distance to A-497 (km)	Distance to A-498 (km)	Distance to A-499 (km)	Distance to A-500 (km)	Distance to A-501 (km)	Distance to A-502 (km)	Distance to A-503 (km)	Distance to A-504 (km)	Distance to A-505 (km)	Distance to A-506 (km)	Distance to A-507 (km)	Distance to A-508 (km)	Distance to A-509 (km)	Distance to A-510 (km)	Distance to A-511 (km)	Distance to A-512 (km)	Distance to A-513 (km)	Distance to A-514 (km)	Distance to A-515 (km)	Distance to A-516 (km)	Distance to A-517 (km)	Distance to A-518 (km)	Distance to A-519 (km)	Distance to A-520 (km)	Distance to A-521 (km)	Distance to A-522 (km)	Distance to A-523 (km)	Distance to A-524 (km)	Distance to A-525 (km)	Distance to A-526 (km)	Distance to A-527 (km)	Distance to A-528 (km)	Distance to A-529 (km)	Distance to A-530 (km)	Distance to A-531 (km)	Distance to A-532 (km)	Distance to A-533 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(km)	Distance to A-577 (km)	Distance to A-578 (km)	Distance to A-579 (km)	Distance to A-580 (km)	Distance to A-581 (km)	Distance to A-582 (km)	Distance to A-583 (km)	Distance to A-584 (km)	Distance to A-585 (km)	Distance to A-586 (km)	Distance to A-587 (km)	Distance to A-588 (km)	Distance to A-589 (km)	Distance to A-590 (km)	Distance to A-591 (km)	Distance to A-592 (km)	Distance to A-593 (km)	Distance to A-594 (km)	Distance to A-595 (km)	Distance to A-596 (km)	Distance to A-597 (km)	Distance to A-598 (km)	Distance to A-599 (km)	Distance to A-600 (km)	Distance to A-601 (km)	Distance to A-602 (km)	Distance to A-603 (km)	Distance to A-604 (km)	Distance to A-605 (km)	Distance to A-606 (km)	Distance to A-607 (km)	Distance to A-608 (km)	Distance to A-609 (km)	Distance to A-610 (km)	Distance to A-611 (km)	Distance to A-612 (km)	Distance to A-613 (km)	Distance to A-614 (km)	Distance to A-615 (km)	Distance to A-616 (km)	Distance to A-617 (km)	Distance to A-618 (km)	Distance to A-619 (km)	Distance to A-620 (km)	Distance to A-621 (km)	Distance to A-622 (km)	Distance to A-623 (km)	Distance to A-624 (km)	Distance to A-625 (km)	Distance to A-626 (km)	Distance to A-627 (km)	Distance to A-628 (km)	Distance to A-629 (km)	Distance to A-630 (km)	Distance to A-631 (km)	Distance to A-632 (km)	Distance to A-633 (km)	Distance to A-634 (km)	Distance to A-635 (km)	Distance to A-636 (km)	Distance to A-637 (km)	Distance to A-638 (km)	Distance to A-639 (km)	Distance to A-640 (km)	Distance to A-641 (km)	Distance to A-642 (km)	Distance to A-643 (km)	Distance to A-644 (km)	Distance to A-645 (km)	Distance to A-646 (km)	Distance to A-647 (km)	Distance to A-648 (km)	Distance to A-649 (km)	Distance to A-650 (km)	Distance to A-651 (km)	Distance to A-652 (km)	Distance to A-653 (km)	Distance to A-654 (km)	Distance to A-655 (km)	Distance to A-656 (km)	Distance to A-657 (km)	Distance to A-658 (km)	Distance to A-659 (km)	Distance to A-660 (km)	Distance to A-661 (km)	Distance to A-662 (km)	Distance to A-663 (km)	Distance to A-664 (km)	Distance to A-665 (km)	Distance to A-666 (km)	Distance to A-667 (km)	Distance to A-668 (km)	Distance to A-669 (km)	Distance to A-670 (km)	Distance to A-671 (km)	Distance to A-672 (km)	Distance to A-673 (km)	Distance to A-674 (km)	Distance to A-675 (km)	Distance to A-676 (km)	Distance to A-677 (km)	Distance to A-678 (km)	Distance to A-679 (km)	Distance to A-680 (km)	Distance to A-681 (km)	Distance to A-682 (km)	Distance to A-683 (km)	Distance to A-684 (km)	Distance to A-685 (km)	Distance to A-686 (km)	Distance to A-687 (km)	Distance to A-688 (km)	Distance to A-689 (km)	Distance to A-690 (km)	Distance to A-691 (km)	Distance to A-692 (km)	Distance to A-693 (km)	Distance to A-694 (km)	Distance to A-695 (km)	Distance to A-696 (km)	Distance to A-697 (km)	Distance to A-698 (km)	Distance to A-699 (km)	Distance to A-700 (km)	Distance to A-701 (km)	Distance to A-702 (km)	Distance to A-703 (km)	Distance to A-704 (km)	Distance to A-705 (km)	Distance to A-706 (km)	Distance to A-707 (km)	Distance to A-708 (km)	Distance to A-709 (km)	Distance to A-710 (km)	Distance to A-711 (km)	Distance to A-712 (km)	Distance to A-713 (km)	Distance to A-714 (km)	Distance to A-715 (km)	Distance to A-716 (km)	Distance to A-717 (km)	Distance to A-718 (km)	Distance to A-719 (km)	Distance to A-720 (km)	Distance to A-721 (km)	Distance to A-722 (km)	Distance to A-723 (km)	Distance to A-724 (km)	Distance to A-725 (km)	Distance to A-726 (km)	Distance to A-727 (km)	Distance to A-728 (km)	Distance to A-729 (km)	Distance to A-730 (km)	Distance to A-731 (km)	Distance to A-732 (km)	Distance to A-733 (km)	Distance to A-734 (km)	Distance to A-735 (km)	Distance to A-736 (km)	Distance to A-737 (km)	Distance to A-738
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44	Seaton Delaval - Avenue Road	C13	South East	Seaton Valley	Expansion Land	10.3	0	4.08	0	0.0%	2	3	3	1	2	2	4	17	Lower	Specialised expansion land for established B1 / B2 industrial / B8 distribution use	Single user specialist site	A site which is in use solely by Proctor and Gamble for distribution and research and development. The site is in good condition and it is estimated that approximately 25% of the site would be suitable expansion land for the plant. As a more central site, the local roads have the potential to become more congested at peak times which in turn increases the time taken to reach the strategic road network. Although the site is close to residential areas, a car or bus would be required in order to reach a wide range of services within Camrington which is approximately 6km away. The site is constrained as part is covered by a HSE consultation zone and is adjacent to residential areas and a high school. Nonetheless, this is an established employment site which is used specifically by a key employer in the region.	Retain as Expansion Land
45	Seghill	C15	South East	Seaton Valley	Allocated	4.6	3.47	0	0	0.0%	3	3	3	2	3	2	3	19	Average	General B - Class Employment units serving a local market	Residential / Community / Leisure Facilities	Split into two separate existing employment sites and a large area of Greenfield land. The eastern employment site is currently used for offices and storage by Hastings Civil Engineers, whilst the western site, known as 'Durken Park', is currently used for starter units. The premises are of average condition with low vacancy levels. However, there is a large amount of greenfield land located within the site which could potentially be available for further development; this land may also be suitable for residential development in the future. Whilst the site is relatively close to the A15, its market attractiveness is affected by the fact that traffic must pass through residential roads and potentially congested roads in the centre of Seghill. It is understood that much of the site is being developed for a new first school, whilst the remaining vacant land is considered unattractive to the market as it has been marketed for the last 20 years or so without success. It is recommended that the site be de-allocated for employment uses.	De-allocate
110	Ashington Jubilee	F91	South East	West Ashington	Existing	17.5	0	0	12625.89	28.3%	3	2	5	1	3	2	4	20	Average	Mixed use employment area	Mixed use	A mixed use site used for offices, storage for Jubilee Caravans, garages, general industry for firms such as Remploy and distribution. As this is in an older employment site the quality of units on the whole is average, however there are some poor quality units in need of repair located within the site. Vacancy levels are at approximately 20% and very little land is suitable for further development. The site benefits from being relatively close to residential areas and services within Ashington, however, as the site is more central and surrounded by residential properties traffic would be required to pass through congested town centre roads and residential areas. This is an established but old industrial estate of average quality which is struggling to match the requirements of modern day occupiers, unlike other sites within Ashington which are located closer to the strategic road network.	Retain Existing Employment Site Protection
112	Ellington Road End	F03	South East	West Ashington	Existing	0.4	0	0	0	0.0%	3	3	5	3	2	1	5	22	Average	Light industrial units serving a local market	General B - class use for local users	Currently used by Woodham Motors and Corntech Fire and Security. As this site is located to the extreme north west of Ashington it is slightly further from the strategic road network and requires traffic to pass through residential areas. However, the site does benefit from its proximity to residential areas within Ashington and is accessible via public transport. On the whole the small nature of the site and the fact that it is bounded by residential properties reduces its potential for alternative uses. However, the site remains in an established use and is viewed as an employment site of average quality.	Retain Existing Employment Site Protection
119	Wansbeck Business Park	F10	South East	West Ashington	Allocated	19.663	4.981	0.867	1638.87	7.7%	4	5	5	4	5	4	4	31	Higher	Business Park catering for hi-tech industries	Business Park	This has taken on the form of a modern day science and enterprise park with landscaping and water features being an important aspect of the site's design. Uses include offices for firms such as webuyencyr.com, distribution, light industry and research for firms such as Polar Group. The site as a whole is in good condition with vacant levels standing at approximately 6% with a large amount of land remaining unused with the potential for further development if needed. Again this site is relatively close to the strategic road network, labour and services whilst being accessible via public transport. The site is located within an existing employment area and is relatively unconstrained; as such this is regarded as a good quality employment site.	Retain Employment Land Allocation
120	Lintonville Enterprise Park	F11	South East	West Ashington	Allocated	3.6	0.977	0.3	736	12.3%	5	5	5	5	5	3	4	32	Higher	Mixed use employment area	Mixed use site with an element of office space	A modern, mixed use site in good condition, located to the north east of Ashington. Site users consist of Wansbeck Enterprise Centre, McDonalds, starter units, offices for Age Concern and a car sales forecourt. Vacancy levels are low at approximately 10% however, it is envisaged that 30% of the site could potentially be available for further development. The site does not suffer from physical constraints and benefits from a sustainable location close to both the strategic road network and labour and services within Ashington which are also accessible via public transport. This site scores highly and is regarded as a good quality employment site.	Retain Employment Land Allocation
123	Ashington Green Lane Workshops	F19	South East	West Ashington	Existing	0.44	0	0	75	5.3%	3	2	5	4	2	2	5	23	Average	Workshop starter units	Workshops	This site is home to starter units and office spaces as part of a Wansbeck Enterprise development. With regard to access to the strategic road network, this site is approximately 3km away from the A169 whilst being located amongst residential neighbourhoods within Ashington. This leads to problems of congestion during peak times. Nonetheless, the site benefits from being within walking distance of residential areas and services within Ashington town centre. There is little opportunity to expand the site as it is physically constrained by a railway line to the west and North Seaton Road to the east; however, it is estimated that approximately 5% of the existing floorpace is currently vacant. On the whole this is regarded to be an employment site which serves local needs and which should be retained.	Retain Existing Employment Site Protection
76	Allendale - Catto	E01	West	Allendale	Allocated	1.002	0.55	0	0	0.0%	1	1	2	5	2	1	2	14	Lower	B Class uses serving a localised market	Rural service site	The site, containing buildings of average condition, is currently used as a garage and also contains a warehouse for the sale of agricultural equipment. An additional building of poor quality to the west of the site is currently vacant and due to be condemned. Over 50% of the site is available for development as the north of the site consists of gently undulating grazing land. The site is over 18km from the nearest strategic junction along narrow country roads and although basic services will be available in Catto and Allendale, comprehensive labour services are located 18km away in Hexham making this site especially reliant upon private car. Even though its remote location restricts demand, the site is in active use and popular with local occupiers.	Retain Employment Land Allocation
80	Haydon Bridge	E05	West	Allendale	Existing	0.5	0	0	0	0.0%	1	3	3	1	2	2	4	16	Lower	B Class uses serving a localised market	Rural service site	The site is 8.5km away from the nearest key strategic junction and the local roads require traffic to pass through the centre of Haydon Bridge which can often become congested during peak times. The site currently home to G Robson mechanics and to Spar as a distribution centre. There are currently no vacancies within this small site and there is very little land available for further development. The site benefits from its sustainable location within the centre of Haydon Bridge and its proximity to the station allowing for access via rail. However, it is likely that the site will still rely upon the private car for regular access to both the site itself and a wider variety of services in Hexham. On the whole this site is regarded to be an established employment site of average quality, which will remain important to local occupiers.	Retain Existing Employment Site Protection
95	Catto - Ridgys Yard	E21	West	Allendale	Allocated	0.978	0.585	0	78.97	8.3%	1	1	2	5	1	1	2	13	Lower	Workshop starter units	B1a/b/c uses, starter units	The site contains starter units for small businesses such as Stars Arts Centre and offices for Stone Porters Chartered Surveyors. The units are modern, well kept and appear to be within a converted listed building. As such, it will be important that any future development remains in keeping with the buildings setting. There are currently no vacancies; however, a large amount of Ridgys Yard remains unused with 10% of the site falling within Flood Zone 3. This is a remote site accessed via narrow country roads and residential areas within Catto village. Despite the remote and unsustainable nature of the site, this is an attractive employment site which would remain popular for local businesses; there may be scope for further offices and starter units within this site.	Retain Employment Land Allocation
99	Haydon Bridge - North of Station Road	E25	West	Allendale	Allocated	0.936	0.936	0	0	0.0%	1	3	3	5	2	1	4	19	Average	B Class uses serving a localised market	B Class uses serving a localised market	A vacant site consisting of three separate yards and allotment gardens to the west. Each yard contains a warehouse or shed of poor quality for storage purposes and one yard is used for coach storage by Centurion Tours. The majority of the site would be suitable for re-development should demand arise, not including the existing allotments. The site benefits from having compatible neighbouring uses and from a sustainable location within the centre of Haydon Bridge, being accessible by bus and rail. Nonetheless, the site is remote from the comprehensive services within key settlements such as Hexham, whilst 70% of this site falls within Flood Zone 2. This is regarded as a relatively poor quality employment site; however, there is considered to remain reasonably strong demand for employment land in this area, hence its retention is recommended.	Retain Employment Land Allocation
83	Egger	E08	West	East Tyne-side	Committed Employment of Land	27.9	0	8.81	0	0.0%	3	3	5	5	2	1	3	22	Average	Single user specialist site	Specialised B2 B8 industrial use	The site is in good condition and is used solely by Egger (UK) Ltd for general industry and distribution purposes. The site benefits from being located within a wider employment area with services also being accessible on foot. However, the site falls within Flood Zone 3 and is subject to a HSE exclusion zone. Additionally, as traffic has to pass through the Bridge End Industrial Estate in order to gain access to Egger it often results in congestion. Nonetheless, this is an average employment site which is well established within Hexham. It includes approx. 8ha of vacant land that was safeguarded for future release in the Development Plan, but which has since received planning permission in 2009 for a 6.8ha chipboard processing facility. This has not been implemented yet, but it is understood that Egger will take this up. It is possible that there may be a small amount of land within this site that will still be left over for related uses to come forward later.	Retain as Expansion Land
84	Hexham - Bridge End	E09	West	East Tyne-side	Allocated	17.1	1.27	0	210	0.7%	4	2	5	5	2	1	5	24	Higher	General B Class uses	General B Class uses	A mixed use site which currently consists of offices, starter units, warehousing and distribution, general industry and a waste transfer station. The site is a mix of new and old; the condition of buildings within the site varies from average to good depending upon their age. Newer developments include offices for companies such as Revolution Marketing and a newly opened office complex at Beaufort Park. The most established units are used for distribution by companies such as Royal Mail, Dove and Cozyhomes. Existing vacancy levels stand at approximately 20%; however, this is mainly due to the newly constituted office development at Beaufort Park. There is limited room for redevelopment on the site (under 10%). However, this includes a large area of open space to the north west which is currently available. The site benefits from being within an existing employment area within walking distance of Hexham town centre. However, the site contains a conservation area within Flood Zones 2 & 3 and the local roads within the site often become congested. On the whole this site is regarded as an important, well established	Retain Employment Land Allocation



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Qorelands Farms	E31	West	Hesham & Heshamshire	Existing	0.4	0	0	0	0.0%	2	2	2	5	3	1	1	16	Lower	Small business units for local businesses	Former farm buildings have been converted into starter units which house craft shops and local retail businesses such as Home Stores. Less than 10% of the site would be suitable for future development whilst the post war farm buildings are in good condition with no vacancies. The site benefits from having no incompatible uses within the surrounding area, however, as a small site within the greenbelt which is relatively small, the private car an intensification of uses beyond small scale retail within the site would be unsustainable.	Retain Existing Employment Site Protection	
Acomb Harford Haulage	E33	West	Hesham & Heshamshire	Existing	4.7	0	0	0	0.0%	2	1	3	5	1	1	2	15	Lower	B8 Storage and Distribution for a localised market	There are very few buildings on site other than temporary site offices and large structures associated with the haulage business. The majority of the site could potentially be made available for development, however due to its former use as a quarry the land is extremely uneven with mounds of earth located throughout the site. The site benefits from its relatively close proximity to residential areas and services and from having no incompatible neighbouring uses. However, the site is severely constrained by its access road which consists of a lengthy single lane track despite the need for HGVs to access the site regularly. Additionally, the site is currently used to store chemicals which could result in sections of the site becoming contaminated. Due to issues surrounding physical constraints, potential contamination and poor access this is regarded as a poor quality employment site; nonetheless, it is currently being put to use for storage and haulage purposes.	Retain Existing Employment Site Protection	
Riding Mill - Wentworth Garage	E34	West	Hesham & Heshamshire	Existing	1.6	0	0	0	0.0%	3	1	2	5	2	1	2	16	Lower	Care Home	Currently in use as a care home. This large pre-war house remains in good condition and due to the steep and wooded nature of the site, there is no further space for development. The site benefits from having no incompatible adjoining uses and is 2.5km from a strategic junction on the A66, however traffic is required to pass through Rising Mill in order to reach the site. The site's only access is an extremely narrow single lane road and also falls within the Greenbelt. Although this site has physical constraints and is reliant upon the private car in order to access land, the site is recognised that this site is currently in an established use as a care home and it is recommended that employment protection should be removed from the site.	Remove existing employment site protection	
Hesham - The Goods Yard	E35	West	Hesham & Heshamshire	Expansion Land	3.7	0	3,695	N/A	N/A	3	2	5	2	2	3	5	22	Average	General Industrial Estate	Hadrian Farm Supplies and Manning Chanton and Sui Generis uses such as Benfield Motors, a petrol station and the PSE Timber yard. The site consists of good quality pre war buildings adjacent to the station with average quality units elsewhere. There are very few vacant units on site, however, approximately 40% of the site is available for re-development. Much of the site is used for outdoor storage associated with PSE Timber and Benfield Motors, however, fly tipping has become a serious issue towards the south east of the site. However, as a town centre site it is constrained by congested local roads and the fact that 50% of the site falls within Flood Zone 2 and 5% into Flood Zone 3. Importantly, the site falls within private ownership and it is understood that there have been long running negotiations with relatives to develop the land for such a use. It may be necessary for the site to be brought forward for a mix of uses to facilitate B-Class uses at this location.	Amend site boundary to reflect reduced employment requirement - land area	
Fourstones B8 (Papemill)	E13	West	Mid Tyne	Existing	1.9	0	0	0	0.0%	3	3	1	1	1	2	13	Lower	Single user specialist site	Specialist B2 Industrial use	The site is in an active use as a paper mill. The site is within 5km of a strategic junction on the A66, however, the local roads are narrow in places. The Mill dates back to before the Second World War and as such the buildings are of average quality. There are no vacancies within the site and there is no room for further expansion due to the relatively small size and narrow nature of the site. Although the site remains from nearby labour and services, this is a historic and established employment site within the local area and should be retained.	Retain Existing Employment Site Protection	
Fourstones B9 (Limeworks)	E14	West	Mid Tyne	Existing	2.7	0	0	0	0.0%	2	1	2	1	1	1	2	10	Lower	Specialist B2 Industrial use	Specialist B2 Industrial use	A site which is used by Hadrian to produce motor body panels. The site is in good condition and consists of general industry, warehouses and offices with residential properties located towards the west of the site at the Mill House. There are no vacant units and very little room for further expansion due to the physically constrained nature of the site. As the site is located towards the bottom of a valley, the access roads are both narrow and steep with traffic being required to pass through Fourstones. This site poses poorly against the assessed unit criteria, nonetheless, it is an important site for Hadrian and the local area.	Retain Existing Employment Site Protection
Colwell	E18	West	Mid Tyne	Existing	0.5	0	0	335	100.0%	1	2	1	5	2	1	2	14	Lower	Agricultural	Agricultural	Small site which is currently home to vacant agricultural buildings is approximately 10km from the nearest key strategic junction on the A66 and is accessed via narrow country roads with blind corners which while would prove to be problematic. This is a small, uneven site in an unsustainable location which is also constrained by pylons bisecting the site. This is a poor quality site which is unlikely to be of interest to employment users and which could lose its employment policy protection	Remove existing employment site protection
Wark Sawmill	E26	West	Mid Tyne	Existing	0.3	0	0	0	0.0%	1	2	2	5	1	1	2	14	Lower	Specialised B2 Industrial	Specialised B2 Industrial	A small site currently in use as a Sawmill with associated storage and informal car parking area. Inclusive of the storage and significant parking area it is estimated that approximately 50% of the site could be suitable for further development if required. However, the site is remote from both the strategic road network and key towns with a wide range of labour and services. The site is further constrained by pylons to the east of the site and the fact that it falls within Flood Zone 3. The constrained nature of the site combined with its small size makes this a poor quality employment site in the long term, although the presence of a successful local business ensures the site should be retained for the foreseeable future.	Retain Existing Employment Site Protection
Bellingham - Foundry Road	E02	West	North Tyne & Redcliffe	Allocated	1.08	0.37	0	278	19.5%	1	1	3	1	1	1	2	11	Lower	Mixed use including B-Class uses serving a localised market	Mixed use including B-Class uses serving a localised market	The site is currently used for a range of uses including a car park, builder's storage yard, a gym and ambulance station. Due to the wide range of uses on site, the age and quality of the buildings ranges from poor, average to good dependent upon their age. Approximately 35% of the existing buildings are either vacant or in use as informal storage units with one building consisting of 5,000 square feet remaining completely vacant. The site is close to labour and services within Bellingham, however it is remote from comprehensive services and the strategic road network, despite being reliant upon the private car for regular access. The site also falls within both Flood Zones 2 and 3 which would restrict future development of the site. Nonetheless, demand is becoming apparent for smaller land units within the village. Foundry Road is viewed as an average employment site which has the scope to adapt in order to meet these needs.	Retain Employment Policy Allocation
Bellingham - South of Demense Farm	E24	West	North Tyne & Redcliffe	Allocated	0.15	0.157	0	0	0.0%	1	1	2	4	1	1	2	12	Lower	Light industrial units serving a local market	Mixed use (not including B class)	A small site consisting of unused and unmaintained previously developed land, part of which is used for informal storage. The site is close to labour and services within Bellingham however it is remote from comprehensive services and the strategic road network. 70% of the site also falls within Flood Zone 2 which would restrict future development of the site. The size and remoteness of this site suggests that this site is a less popular and less sustainable destination for employment users in the future area, it presents an opportunity to reorganise a poorly managed area within Bellingham should the demand arise for alternative uses.	Re-allocate
Meadowfield	D05	West	Portland	Existing	4.703	0	0	238	1.6%	3	3	5	3	4	4	4	26	Higher	General Industrial Estate	General B-Class Employment uses	The industrial estate contains a mix of uses including retail industrial units for firms such as Telford and Mannings Food Protection, a Royal Mail sorting office and healthcare uses such as Portland Primary Care. The premises are in average condition with very low vacancy levels and very little additional land available for development. As the site is located amongst residential properties within Portland it would be difficult for Meadowfield to expand; however, there does not appear to be any conflict between residential properties and the existing uses as protected. The site benefits from being accessible via public transport and being in close proximity to services within Portland. Additionally, a unique benefit for this site is its proximity to Newcastle Airport which has proved attractive to occupiers in the past. However, given the sites central location traffic is required to pass through residential areas and potentially congested within Portland. Nonetheless, this is regarded as a well established and important employment site.	Retain Existing Employment Site Protection
Barnack Hill - West End Farm	D09	West	Portland	Existing	0.323	0	0	0	0.0%	1	2	2	3	3	1	2	14	Lower	Retail / Agricultural uses	Retail / Agricultural uses	Consists of a mix of retail units converted from agricultural units such as the Fireplace and agricultural uses such as a barn containing livestock. The commercial units are in good condition, whilst the barn is in average condition with no space available for further development due to the size of the site. The site is reliant upon the private car being remote from both the strategic road network and labour and services requiring travel to the site through either Portland or Freethick. It is unlikely that this site would be attractive to B-Class employment users should it become available and therefore it is regarded that this site is suitable for allocation.	Remove existing employment site protection
Newcastle Airport	D02	West	Portland	Expansion Land	25.578	0	25.578	0	0.0%	5	4	4	2	3	2	2	22	Average	Car Parking to serve Newcastle Airport	Car Parking to serve Newcastle Airport	Most of the site benefits from ease of access to the A66 via unconstrained roads, whilst also being in close proximity to Newcastle and Portland which are easily accessible via bus. However, the eastern sections of the site do not appear to be serviced by roads at present and would require significant investment infrastructure. The fact that this site is held for expansion land to the immediate north of the airport is intended to restrict any development to B-Class employment uses. As there is a little demand for additional B-Class development, with the airport intending to use this area for additional car parking, it is recommended that this site be redesignated.	Redesignate Expansion Land
Low Puddlehoe	E12	West	Puddlehoe	Existing	51.2	6,637	0,788	2571.84	1.8%	3	5	3	2	3	4	4	21	Average	General Industrial Estate	General B-Class uses	This site includes starter units, offices and warehousing for companies such as Plumtree Cakes. However, the majority of the site is used for manufacturing. Of the 6,033ha remaining on the estate, it is understood that two plots have firm interest to be taken up in the near future, whilst a 2ha site in the southern section of the estate requires significant remediation works which are likely to be sufficiently expensive to render the land undevelopable for most uses. The site benefits from being in close proximity to labour and services within Puddlehoe, nonetheless it is located approximately 8km from the nearest strategic junction on the A66 and local roads have the potential to become congested during peak times. The site is restricted further due to the fact that it falls within Flood Zone 3. This is an established and important employment site within Puddlehoe, in an area of high demand for similar development, with very little developable land likely to remain in the near future once the undevelopable land is excluded from the overall figure.	Amend site boundary to reflect reduced employment requirement
Elthorham	E17	West	Puddlehoe	Expansion Land	3.9	0	2,132	0	0.0%	1	3	4	3	3	2	4	18	Average	Specialised B2 Industrial	Specialised B2 Industrial	Harmless Ltd currently operates a factory producing metallic paint. The factory is modern and in good condition. There is no space at present for further development, a large area of plantation woodland falls within the west of the site boundary which could potentially be used for expansion land in future, although this may be deemed incompatible with residential properties located to the north of the site. The site benefits from a sustainable location with regard to public transport, free moving roads and access to labour and services. However, it is remote from the nearest strategic road junction. On the whole this is regarded as a specialist employment site of average quality.	Retain as Expansion Land
Mickley - Tyne Valley Garden Centre	E28	West	Puddlehoe	Existing	0.286	0	0	0	0.0%	1	3	5	5	1	1	1	17	Lower	Garden Centre	Garden Centre	The building associated with the garden centre is ageing and in poor condition and there is little or no room for further development. The site benefits from free moving local roads and is close proximity to Puddlehoe for labour and services, although the local roads can become congested during peak times. However, this site falls within the Greenbelt and has physical disadvantages such as the fact that the site slopes downwards in a northerly direction. It is considered that given the site's non B-Class use, it could be de-allocated from existing employment site protection	Remove existing employment site protection



## **Appendix 10      Potential Sites Assessments Pro-Formas**







**SUBMITTED SITE****Reference****Area (ha)****Butterwell****ELR 1****41.28**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	This site is currently used or partially used as a coal storage yard by UK Coal.	
<i>Strategic Access</i>	The site is approximately 7.5km from the nearest strategic junction on the A189.	<b>1</b>
<i>Local Road Access</i>	The site is accessed via country roads which are generally free moving but narrow in places. Residential properties at High Steads are also located at the site entrance.	<b>3</b>
<i>Proximity to urban areas, and access to labour &amp; services</i>	The site is remote from labour and services, with main settlements such as Ashington being approximately 8.5km away and would require a car to access them.	<b>1</b>
<i>Compatibility of adjoining uses</i>	There are no incompatible adjoining uses; however, residential properties are located to the immediate south of the site next to the site entrance.	<b>4</b>



<i>Site characteristics and development constraints</i>	This is a large, level site of regular shape. However, as most of the site is used for storage there are large mounds of earth which would need to be removed. As a former mine there could be potential safety issues associated with the site. Pylons and residential properties towards the site entrance could also prove to be a constraint upon development.	<b>4</b>
<i>Market Attractiveness</i>	As a remote site with high remediation costs, it is unlikely that this site would be attractive to employment users	<b>1</b>
<i>Planning / Sustainability Factors</i>	This is a large brownfield site. However, it is located outwith the settlement boundary and is reliant upon the private car.	<b>3</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	<p>The office buildings on site still appear to be in use, however, they are of poor quality. Large coal mining storage units also remain on site, nonetheless, the storage areas consisting of 80% of the site would be suitable for further development.</p> <p>The site is subject to a Planning application for extraction of 1.01 million tonnes of coal and 200,000 tonnes of fireclay, removal of Butterwell Disposal Point and stocking ground at the Butterwell Disposal Point (app ref 09/00055/CCMEIA). Submitted 05/03/09. Pending determination</p> <p>UK Coal envisage that this site would be suitable for industrial employment uses within the longer term of 5-10 years following a site clean up.</p>	



**SUBMITTED SITE****Reference****Area (ha)****Hotel Site at Cawledge Phase I****ELR 2****1.24**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	This site is vacant agricultural land adjacent to Cawledge Business Park.	
<i>Strategic Access</i>	This site is immediately accessible off the Alnwick junction of the A1. However, as there are issues surrounding a mix of single and dual carriageway sections on the A1 which has a negative impact upon sites to the north of the county, this site has been marked down.	<b>4</b>
<i>Local Road Access</i>	Local roads are free moving roads immediately off the A1. However, access from the east/south east is poor.	<b>4</b>
<i>Proximity to urban areas, and access to labour &amp; services</i>	The site benefits from being within 1.5km of residential properties and services within Alnwick Town Centre. However, the site is detached from Alnwick by the A1 making pedestrian access more difficult. Bus routes run past the west of the site but not through it.	<b>3</b>



<i>Compatibility of adjoining uses</i>	The site is located within a wider employment area.	<b>5</b>
<i>Site characteristics and development constraints</i>	This is a small, flat site of regular shape, there are no significant constraints on development	<b>4</b>
<i>Market Attractiveness</i>	Good site for a budget hotel 50-60 beds given restricted opportunities nearer Alnwick town centre. Will probably require a pub adjacent for food and drink offer.	<b>4</b>
<i>Planning / Sustainability Factors</i>	This is a Greenfield site within the settlement boundary and is quite reliant upon the private car, unless travelling via bus from within Alnwick.	<b>3</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	Northumberland Estates wish to develop a Business park including offices, tourism, leisure and road side services within 2 years.  Potential delivery within 1-2 years provided planning can be secured and land price reasonable and subject to no other budget hotels being built in the vicinity.	



**SUBMITTED SITE****Reference****Area (ha)****Land South of Weavers Way****ELR 3****23.37**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	This Greenfield site is currently used as recreational land, both rugby and football pitches are present. However, the rugby pitches to the east are currently used for grazing.	
<i>Strategic Access</i>	The site is 0.9km from the nearest strategic junction on the A1. However, as there are issues surrounding a mix of single and dual carriageway sections on the A1 which has a negative impact upon sites to the north of the county, this site has been marked down. Traffic would also be required to pass through residential areas.	<b>3</b>
<i>Local Road Access</i>	The local roads are free moving; however, traffic would be required to pass through quieter residential roads at Weavers Way.	<b>3</b>
<i>Proximity to urban areas, and access to labour &amp; services</i>	The site is within 1km of Alnwick for labour and services.	<b>5</b>



<i>Compatibility of adjoining uses</i>	The site is largely unconstrained by neighbouring uses. However, residential properties are located to the north west of the site and development within this area is likely to be prominent within the landscape unless stronger screening was provided.	<b>3</b>
<i>Site characteristics and development constraints</i>	This is a large, flat, regularly shaped site. However, the fact that residential properties are located to the immediate north of the site could limit the number of suitable uses for the site.	<b>4</b>
<i>Market Attractiveness</i>	No main road frontage but not far from A1 and other industrial estates. Large site given demand in Alnwick mainly from local occupiers.	<b>2</b>
<i>Planning / Sustainability Factors</i>	This is a Greenfield site, adjacent to the settlement boundary. Public transport is available from within Alnwick (472 bus), however, it is likely that a private car will be the easiest mode of transport for regular access.	<b>3</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	This site has also been included within the SHLAA.  Education (11ha) and Leisure (12ha) are also proposed by Northumberland Estates, within 5 years.	



**SUBMITTED SITE****Reference****Area (ha)****Whittle Colliery****ELR 4****22.5**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	This is a former Colliery site which appears to be under the ownership of Euro Mining. There are temporary office units on the site and mobile homes are also located within the colliery which suggests that travellers also use the site. The southernmost section of the site contains three large ponds.	
<i>Strategic Access</i>	The site is accessible immediately off the A1, albeit via a potentially difficult right hand turn across the southbound carriageway (when travelling north). Additionally as there are issues surrounding a mix of single and dual carriageway sections on the A1 which has a negative impact upon sites to the north of the county, this site has been marked down.	<b>3</b>
<i>Local Road Access</i>	The local roads are free moving country roads but pass through small residential areas and could potentially require traffic to pass through nearby Shilbottle.	<b>3</b>
<i>Proximity to urban areas, and access to labour &amp; services</i>	The site is close to both Newton on the Moor (1km) and Shilbottle (2.5km) for basic services and some labour. However, the site is approximately 6km away from more comprehensive services located in Alnwick. Additionally, given the location of the A1 it is difficult to access settlements to the immediate west as many right hand turns on the south bound carriageway have been	<b>2</b>



	prohibited.	
<i>Compatibility of adjoining uses</i>	Other than the residential properties located to the north west. There are no incompatible surrounding uses.	<b>4</b>
<i>Site characteristics and development constraints</i>	This is a large site, however, the southern section of the Colliery becomes narrow and the northern section slopes from east to west reducing the amount of level land available for development. As a former mine there could be potential safety issues associated with the site.	<b>2</b>
<i>Market Attractiveness</i>	The site is north of Morpeth and in an area where there are potentially more attractive and better located sites. Its former use could make delivery complicated and expensive.	<b>2</b>
<i>Planning / Sustainability Factors</i>	This is a brownfield site, located outwith any settlement boundary and is reliant upon the private car.	<b>2</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	<p>It is unclear whether Euro Mining continues to use the temporary offices or whether travellers are now using them. It was not possible to access the site due to the gates being locked and guard dogs on site.</p> <p>Due to the steep topography and ponds on site it is envisaged that 60% of the site would be available for development. However, the narrow nature of the site represents a significant constraint.</p> <p>EuroMining envisage that the site would be available for industrial employment uses within 5 years.</p>	



**SUBMITTED SITE****Reference****Area (ha)****Wrytree Colliery****ELR 5****0.74**

Criteria	Comment	Score (out of 5)
Current Use	This site, a former mine, is currently used for agricultural storage purposes.	
Strategic Access	The site is approximately 25km from the nearest key junction on the A69.	<b>1</b>
Local Road Access	The site is accessed via steep and narrow country roads, however, they are relatively free moving. Traffic would also possibly need to pass through either Haltwhistle or Greenhead in order to reach the site which is accessed via a narrow farm track.	<b>1</b>
Proximity to urban areas, and access to labour & services	The site is approximately 1.5km from Greenhead and 3.3km from Haltwhistle for both labour and services, however, a car would be needed to reach both of these settlements.	<b>2</b>
Compatibility of adjoining uses	There are no incompatible adjoining uses, however, Wytree farm is located to the south west which may restrict some future uses.	<b>4</b>
Site characteristics and development constraints	This is a small, regularly shaped site, however, as a former mine there could be potential safety issues associated with the site. The east of the site also undulates from west to east.	<b>2</b>



<i>Market Attractiveness</i>	This site is remote and is not attractive to any sort of modern employment use.	<b>1</b>
<i>Planning / Sustainability Factors</i>	This is a brownfield site located outwith a settlement boundary and reliant upon the private car.	<b>2</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	<p>The existing buildings appear to be of poor quality and also appear to be vacant and used for informal storage. The remaining land consisting of over is unused brownfield land which is also used for informal storage. It is envisaged that 60% of the site would be available for development inclusive of the existing buildings as the east of the site undulates significantly.</p> <p>The Trustees of the Blenkinsop Estate have indicated that this site could be made available for “various” uses including B-class employment uses. However, no indication of timescales has been provided.</p>	



**SUBMITTED SITE****Reference****Area (ha)****The Hermitage, Hexham****ELR 6****5.11**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	This site contains 9 listed buildings, some of which appear to be vacant. However, the main building is in use for residential purposes. The surrounding estate includes a walled garden, Greenfield land and woodland.	
<i>Strategic Access</i>	The site is within 1km of a key junction on the A69 at Hexham.	<b>5</b>
<i>Local Road Access</i>	The local roads consist of narrow country roads and a narrow overpass which cuts across the A69. It would not be possible for two cars travelling in opposite directions to pass each other.	<b>2</b>
<i>Proximity to urban areas, and access to labour &amp; services</i>	The site is 1.5km away from Hexham town centre for both labour and services; however, it is likely that a car would be required to access them easily.	<b>4</b>
<i>Compatibility of adjoining uses</i>	The site has no incompatible adjoining uses.	<b>5</b>
<i>Site characteristics and development</i>	This is a large, level site of regular shape, however, telephone wires bisect the north of the site and the narrow access roads	<b>1</b>



<i>constraints</i>	could become problematic. The historic nature of the site will constrain future development with 9 listed buildings and 9 areas of archaeological interest on site. Additionally, 15% of the site falls within Flood Zone 2 and 15% falls within Flood Zone 3 and the site is identified as Green Belt Land.	
<i>Market Attractiveness</i>	As much of the building appears to be vacant and in danger of falling into disrepair, there is scope to refurbish the listed building for offices. This would however likely be costly and the very difficult access and lack of profile would limit demand.	<b>2</b>
<i>Planning / Sustainability Factors</i>	This is a combination of Brownfield and Greenfield land within the settlement boundary, but also within the Greenbelt. Public transport to Hexham Town Centre is readily available, however, many users would require a car to access this particular site easily.	<b>2</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	<p>The main house remains in use for residential purposes whilst the adjoining buildings appear vacant. Approximately 40% of the site is unused Greenfield land. Nonetheless, due to the nature of the site it is likely that making use of the existing vacant buildings would be the most suitable use of the site. The existing buildings account for approximately 20% of the site.</p> <p>The trustees of Jane Allgood have proposed that the site could be brought forward for a range of uses such as a hotel, conference centre, or caravan park. However, no timescales have been provided.</p>	



**SUBMITTED SITE****Reference****Area (ha)****Hall Farm and Quarry House, Nedderton****ELR 7****0.64**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	This site is currently unused Greenfield land to the rear of residential properties within Nedderton.	
<i>Strategic Access</i>	The site is approximately 3.5km from the nearest strategic road junction on the A1.	<b>3</b>
<i>Local Road Access</i>	Local roads are free moving. However, traffic would be required to pass through residential areas within Nedderton.	<b>3</b>
<i>Proximity to urban areas, and access to labour &amp; services</i>	The site is 2km away from Bedlington for labour and services; these can be accessed via bus or car.	<b>4</b>
<i>Compatibility of adjoining uses</i>	The site is bounded by residential used to the north, west and south which could be incompatible with certain uses.	<b>4</b>
<i>Site characteristics and development</i>	This is a small, flat site which is difficult to access due to the only entrance consisting of a pathway between two existing	<b>3</b>



<i>constraints</i>	residential properties.	
<i>Market Attractiveness</i>	Very poor small site with poor access surrounded by residential	<b>1</b>
<i>Planning / Sustainability Factors</i>	This is a Greenfield site within the settlement boundary. The site is easily accessible by bus when travelling from Bedlington, otherwise the site will rely upon the private car for regular access.	<b>3</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	This site is also to be included within the SHLAA.  This site has been submitted by the landowner for 50 retirement flats, residential development in addition to small A1 and A3 uses. Although no indication of timescales was given, as this site is currently vacant it is estimated to be 1-5 years.	



**SUBMITTED SITE****Reference****Area (ha)****Blue Sky Initiative****ELR 8****1824**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	This site incorporates a number of uses over a large area of land between Ulgham, Widdrington Station, and Acklington. The uses include arable land, plantation woodland and open cast quarries which are currently being remediated.	
<i>Strategic Access</i>	The site is approximately 8km away from the nearest key junction on the A189 at Ashington.	<b>1</b>
<i>Local Road Access</i>	Local roads include both free moving and narrow roads. It may also be necessary for traffic to pass through residential areas at Widdrington, Ulgham and Stobswood.	<b>3</b>
<i>Proximity to urban areas, and access to labour &amp; services</i>	There are a number of small settlements including Widdrington Station, Acklington, Red Row, Ulgham and Broomhill within this large site for some labour and services. However, the nearest key settlement, Ashington, is at least 8km away.	<b>3</b>
<i>Compatibility of adjoining uses</i>	Adjoining uses consist of arable land, farmsteads and larger settlements. The southern and northern sections of the site have more potential to be constrained by neighbouring settlements, whilst the majority of the site is bounded by arable land.	<b>3</b>



	However, development in this area is likely to be prominent within the landscape.	
<i>Site characteristics and development constraints</i>	<p>As an extremely large, regularly shaped site with varying levels of access. The site as a whole undulates with former open cast areas creating steep drops and plateaus within the landscape, pylons also cut across sections of the site near West Chevington, Ulgham and Stobswood.</p> <p>There are 31 areas of archaeological interest within the site along with a designated area for habitat protection and one listed building. A small proportion of the site also falls within Flood Zones 2 (5%) and 3 (5%). Despite the large number of constraints, due to the size of the site there is still a significant amount of land which is relatively unconstrained.</p>	<b>3</b>
<i>Market Attractiveness</i>	Unlikely to be attractive in the main as it is not well located strategically and there are better options in an area of relatively low employment demand.	<b>2</b>
<i>Planning / Sustainability Factors</i>	This is an extremely large Brownfield and Greenfield site both adjacent to and outwith existing settlement boundaries. Although rail access would be available at both Widdrington and Acklington Stations, it is likely that the site would significantly increase the number of cars travelling to this area. Development adjacent to existing settlements and regenerating open cast mines would present a more sustainable location than the more remote areas.	<b>3</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	<p>Sections of the site have also been included within the SHLAA.</p> <p>Approximately 95% of the site would be available for development.</p> <p>The Blue Sky Initiative includes: * commercial leisure &amp; tourism * sports &amp; recreation development, * events facilities, *renewable energy, * employment (non leisure projects). This is a longer term project estimated to take between 2-5 years at least.</p>	



**SUBMITTED SITE****Reference****Area (ha)****Riding Farmyard, Acomb****ELR 9****0.24**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	The site consists of poorly maintained Greenfield land containing a stable. The site is also used for informal storage.	
<i>Strategic Access</i>	The site is within 1km of the A69, however, the strategic road network would be accessed via narrow country lanes.	<b>4</b>
<i>Local Road Access</i>	The local roads within the vicinity consist of extremely narrow and steep country lanes. There is also a lack of sign posting which makes the site difficult to find, especially when approaching via Acomb rather than the A69.	<b>1</b>
<i>Proximity to urban areas, and access to labour &amp; services</i>	The site is within 1km of Acomb for some labour and services and is within 2km of Hexham for more comprehensive services. However, it is likely that a car would be required in order to access services in Hexham.	<b>3</b>
<i>Compatibility of adjoining uses</i>	The site is adjacent to open farmland and “the riding” an existing employment site.	<b>5</b>
<i>Site characteristics and development</i>	This is a small site of a regular shape which undulates steeply in a south easterly direction; telephone lines also bisect the site.	<b>2</b>



<i>constraints</i>		
<i>Market Attractiveness</i>	It is difficult to see what employment demand there will be for such a small rural site.	<b>1</b>
<i>Planning / Sustainability Factors</i>	This is a Greenfield site within an existing settlement. However, it is reliant upon the private car.	<b>2</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	<p>The whole site would be available for development, however, it is all physically constrained.</p> <p>Mr Enderby has put the site forward for offices, industrial, warehousing or caravan storage. This would be developable within 1 year.</p>	



**SUBMITTED SITE****Reference****Area (ha)****Land South of Denwick Lane****ELR 10****25.58**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	The site is currently used for arable farmland with allotments and administration offices located to the north west. However, part of the site is currently used for overspill parking associated with Alnwick Gardens.	
<i>Strategic Access</i>	The site is approximately 1.2km from the nearest key junction at the A1 via unconstrained roads. However, as there are issues surrounding a mix of single and dual carriageway sections on the A1 which has a negative impact upon sites to the north of the county, this site has been marked down.	<b>4</b>
<i>Local Road Access</i>	Local roads are unconstrained if travelling via the A1, otherwise local roads to the west will include roads within residential areas and Alnwick town centre which can become congested.	<b>3</b>
<i>Proximity to urban areas, and access to labour &amp; services</i>	The site is within 1km of both residential areas and services within Alnwick. These are accessible either on foot or by bus.	<b>5</b>
<i>Compatibility of adjoining uses</i>	There are residential uses to the south but there are no incompatible uses to the north and east. Alnwick Castle and Gardens to the west could however, have an impact on the type of development permitted within this area in the future.	<b>2</b>



<i>Site characteristics and development constraints</i>	This is a large site of regular shape, although undulating in parts. There also appears to be a number of large oaks within the site and pylons can be found along the eastern boundary. 25% of the site falls within Flood Zone 2 with an additional 25% falling within Flood Zone 3.	<b>2</b>
<i>Market Attractiveness</i>	This is a large site in employment terms for Alnwick to the north of the town and near the castle and gardens and the river, all of which could restrict its attractiveness to employment uses.	<b>2</b>
<i>Planning / Sustainability Factors</i>	This is a Greenfield site, adjacent to the settlement boundary. Public transport is available regularly from within Alnwick. however, travellers from elsewhere will require a car.	<b>3</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	<p>The location of Alnwick Gardens and Alnwick Castle will be important to the future of this site as any development must not harm the setting of these heritage assets.</p> <p>95% of the site is available for development.</p> <p>Northumberland Estates have put this site forwards for Tourist accommodation and leisure development to be delivered within 5 years.</p>	



**SUBMITTED SITE****Reference****Area (ha)****Hotel Site at Cawledge Phase II****ELR 11****8.99**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	This site consists of Greenfield arable land	
<i>Strategic Access</i>	This site is immediately accessible off the Alnwick junction of the A1. However, as there are issues surrounding a mix of single and dual carriageway sections on the A1 which has a negative impact upon sites to the north of the county, this site has been marked down.	<b>4</b>
<i>Local Road Access</i>	Local roads are free moving roads immediately off the A1. However, access from the east/south east is poor.	<b>4</b>
<i>Proximity to urban areas, and access to labour &amp; services</i>	The site benefits from being within 1.5km of residential properties and services within Alnwick Town Centre. However, the site is detached from Alnwick by the A1 making pedestrian access more difficult. Bus routes run past the west of the site but not through it.	<b>3</b>
<i>Compatibility of adjoining uses</i>	The site is located within a wider employment area, bounded by the A1 to the north west and open countryside to the south/south east. Without adequate screening any development	<b>4</b>



	would be prominent within the countryside.	
<i>Site characteristics and development constraints</i>	This is a large, flat site of regular shape, there are no significant constraints on development.	<b>5</b>
<i>Market Attractiveness</i>	Potentially attractive site for employment use but given current demand and other available land in the vicinity this will take time to come forward.	<b>3</b>
<i>Planning / Sustainability Factors</i>	This is a Greenfield site adjacent to the settlement boundary and is quite reliant upon the private car, unless travelling via bus from within Alnwick.	<b>3</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	Northumberland Estates wish to develop Business B1 offices, Leisure, Tourism, road side services within this site, within 5-10 years.	



**SUBMITTED SITE****Reference****Area (ha)****Lionheart Phase 4****ELR 12****10.69**

Criteria	Comment	Score (out of 5)
Current Use	This site consists of Greenfield arable land	
Strategic Access	This site is immediately accessible off the Alnwick junction of the A1. However, as there are issues surrounding a mix of single and dual carriageway sections on the A1 which has a negative impact upon sites to the north of the county, this site has been marked down.	4
Local Road Access	Local roads are free moving roads immediately off the A1	4
Proximity to urban areas, and access to labour & services	The site benefits from being within 1.5km of residential properties and services within Alnwick Town Centre. However, the site is detached from Alnwick by the A1 making pedestrian access more difficult. Bus routes run past the west of the site but not through it.	3
Compatibility of adjoining uses	The site is located within a wider employment area, bounded by the Lionheart Enterprise Park to the north and open countryside to the south. Development would require screening in order to prevent it from being prominent within the landscape. Nonetheless a belt of trees to the south west already provides a	4



	visual buffer.	
<i>Site characteristics and development constraints</i>	This is a large, flat site of regular shape, however, it is bisected by pylons to the south east and the south western field undulates to the south east significantly.	<b>3</b>
<i>Market Attractiveness</i>	Potentially attractive site for employment use but given current demand and other available land in the vicinity this will take time to come forward.	<b>3</b>
<i>Planning / Sustainability Factors</i>	This is a Greenfield site adjacent to the settlement boundary and is quite reliant upon the private car, unless travelling via bus from within Alnwick.	<b>3</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	Northumberland Estates have envisaged that Industrial and renewable energy employment uses would be developable within 3 years.	







**SUBMITTED SITE****Reference****Area (ha)****Benthall Farm****ELR 13****45.39**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	This site is arable land used for agricultural purposes, however, a small number of residential properties at Beadnell Green fall within the site.	
<i>Strategic Access</i>	The site is approximately 8.5km away from the nearest key junction on the A1.	<b>1</b>
<i>Local Road Access</i>	Local roads are free moving via the B1340, however, there is potential for traffic to pass through residential areas within Beadnell.	<b>3</b>
<i>Proximity to urban areas, and access to labour &amp; services</i>	The site is within 1km of Beadnell and 2.5km of Seahouses for residential areas and some basic services. However, Alnwick is 22km away for comprehensive services.	<b>2</b>
<i>Compatibility of adjoining uses</i>	Residential properties bound the site to the north east, whilst a caravan park is located to the south, the west of the site is bounded by arable land.	<b>3</b>



<i>Site characteristics and development constraints</i>	This is a large, site of regular shape. However, the west of the site contains pylons and slopes from east to west. The site also contains a scheduled ancient monument (including 5 sites of archaeological interest) and is identified as an Area of Natural Beauty within the Heritage Coast. A small proportion of the site (under 5%) could also be contaminated.	<b>1</b>
<i>Market Attractiveness</i>	This site will not be attractive to office or industrial occupiers	<b>1</b>
<i>Planning / Sustainability Factors</i>	This is a Greenfield site adjacent to the settlement boundary and is reliant upon the private car for regular access.	<b>2</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	<p>The Pylons and Heritage Coast status represent major constraints.</p> <p>95% of the site is available for further development (Beadnell Green is located within the site boundary)</p> <p>Northumberland Estates envisage that within 3 years a mixed use development of tourist facilities, tourist accommodation, leisure and affordable housing could be delivered.</p> <p>A Planning application 09/B/0391 for 40 holiday accommodation units, visitor centre, car park, leisure and recreation facilities and improved landscaping is currently being considered</p>	



**SUBMITTED SITE****Reference****Area (ha)****Greensfield Farm Steading****ELR 14****11.29**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	This site is currently used by Greensfield Farm, with arable land to the south used for grazing.	
<i>Strategic Access</i>	The site is 1km from the nearest strategic junction on the A1. However, as there are issues surrounding a mix of single and dual carriageway sections on the A1 which has a negative impact upon sites to the north of the county, this site has been marked down. Traffic would also be required to pass through residential areas.	<b>3</b>
<i>Local Road Access</i>	The local roads are free moving, however, traffic would be required to pass through residential roads and the site is accessed via a narrow single lane track.	<b>3</b>
<i>Proximity to urban areas, and access to labour &amp; services</i>	The site is within 1km of residential areas and services within Alnwick town centre.	<b>5</b>
<i>Compatibility of adjoining uses</i>	There are no incompatible adjoining uses.	<b>5</b>
<i>Site characteristics and development constraints</i>	This is a large, regularly shaped site. However, much of the site slopes steeply in a south westerly direction and the narrow access track leading up to the site also represents a significant	<b>2</b>



	constraint.	
<i>Market Attractiveness</i>	This site has no profile and is difficult to access and compares poorly with other more established sites in Alnwick. There is unlikely to be demand.	<b>1</b>
<i>Planning / Sustainability Factors</i>	This is a Greenfield site, outwith the settlement boundary. Public transport to neighbouring areas will be available from within Alnwick, however, it is likely that a private car will be the easiest mode of transport for regular access.	<b>2</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	<p>The farm is currently in active use. However, the main farm building appears to be either vacant or in use for informal storage.</p> <p>80% of the site is available for development, however, this land is undulating.</p> <p>Northumberland Estates envisage that this site is suitable for a leisure and tourist development within 3 years.</p>	



**SUBMITTED SITE****Reference****Area (ha)****Fair Stead, Bellingham****ELR 15****1.24**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	This site is currently used for open space and recreational purposes, with play equipment located on site.	
<i>Strategic Access</i>	The site is approximately 21km from the nearest strategic junction on the A69.	<b>1</b>
<i>Local Road Access</i>	Local roads consist of narrow country roads and traffic must pass through both Bellingham village centre and residential areas.	<b>1</b>
<i>Proximity to urban areas, and access to labour &amp; services</i>	The site is within Bellingham for basic services; however, it is remote from the counties main settlements which will provide more comprehensive services.	<b>2</b>
<i>Compatibility of adjoining uses</i>	The site is bounded by a golf course to the north and residential properties to the west and south. The east of the site is bounded by existing employment land.	<b>3</b>



<i>Site characteristics and development constraints</i>	This is a small site of regular shape which undulates gently to both the west and north.	<b>2</b>
<i>Market Attractiveness</i>	Small, remote site which is unlikely to be attractive to employment users.	<b>1</b>
<i>Planning / Sustainability Factors</i>	This is a Greenfield site, located within the settlement boundary. Due to the remote location of Bellingham, then a private car will be required to access the site.	<b>2</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	95% of the site is available for development.  Northumberland Estates envisage that tourism and leisure uses could be developed here within 5 years.	



**SUBMITTED SITE****Reference****Area (ha)****Howden Dene Corbridge****ELR 16****19.47**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	This site is mainly used for arable farmland; however, allotments are also located to the north east of the site.	
<i>Strategic Access</i>	The site is approximately 2.5km from the nearest strategic junction between the A68 and A69.	<b>4</b>
<i>Local Road Access</i>	Local access roads are free moving to the east, however, traffic from the west would pass through Corbridge village centre and residential areas.	<b>3</b>
<i>Proximity to urban areas, and access to labour &amp; services</i>	The site is within 1km of Corbridge for labour and services.	<b>5</b>
<i>Compatibility of adjoining uses</i>	There are no incompatible uses however, the site is bounded to the north and west by residential properties and development would be prominent within the landscape to the east.	<b>3</b>
<i>Site characteristics and development</i>	This is a large regularly shaped site. On the whole, the land is flat, however, the northern section of the site slopes upwards in	<b>2</b>



<i>constraints</i>	a northerly direction. The western field is bisected by pylons and this is also identified as greenbelt land.	
<i>Market Attractiveness</i>	There is little market demand for employment sites in Corbridge. This site is too close to the village for industrial and there is no discernable demand for offices	<b>2</b>
<i>Planning / Sustainability Factors</i>	This is a Greenfield site (identified as Greenbelt land), adjacent to an existing settlement boundary. Public transport would be accessible from within Corbridge, however, the site would be reliant upon the private car for regular access from elsewhere.	<b>1</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	<p>75% of the site is currently available for development, 25% is currently in use as allotments.</p> <p>Northumberland Estates envisage that a mixed used development for leisure, tourist facilities, tourist accommodation and affordable housing within five years.</p>	



**SUBMITTED SITE****Reference****Area (ha)****Land East of Thirston House****ELR 17****11.65**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	This site is used for arable farmland.	
<i>Strategic Access</i>	The site is approximately 15km from the nearest strategic junction at the A1.	<b>1</b>
<i>Local Road Access</i>	The local roads consist of narrow and winding roads with a sudden turn onto the site. Traffic would also be likely to pass through residential roads at Felton or East Thirston.	<b>1</b>
<i>Proximity to urban areas, and access to labour &amp; services</i>	The site is within 1km of Felton for basic services and some residential areas, however, Alnwick (approximately 13km to the north) and Morpeth (approximately 14km south) as larger settlements with more comprehensive services are some distance away.	<b>2</b>



<i>Compatibility of adjoining uses</i>	There are no incompatible uses other than residential properties to the south west. However, there is the potential for development on the site to be prominent within the landscape.	<b>3</b>
<i>Site characteristics and development constraints</i>	This large, regularly shaped site undulates in a northerly direction, with the north western field having a steeper gradient to the remainder of the site. Pylons can be found cutting across the west of the site and the site also falls within Flood Zones 2 (20%) and 3 (15%).	<b>2</b>
<i>Market Attractiveness</i>	This site is remote from major settlements and there is no discernable demand for employment use. There are also physical constraints to development.	<b>1</b>
<i>Planning / Sustainability Factors</i>	This is a Greenfield site, adjacent to the settlement boundary at West Thirston. The site would be reliant upon the private car for regular access.	<b>2</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	Northumberland Estates propose that this site would be suitable for tourist accommodation within 5 years.	



**SUBMITTED SITE****Reference****Area (ha)****Land West of Burnside, Longhoughton****ELR 18****10.19**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	The majority of the site is Greenfield arable land, however, the northern field appears to have been developed into sports pitches and recreational land.	
<i>Strategic Access</i>	The site is approximately 4.5km from the nearest strategic junction on the A1 along relatively unconstrained roads.	<b>2</b>
<i>Local Road Access</i>	The local roads are relatively free moving, albeit narrow country roads; however, it is necessary for traffic to pass through residential areas and the centre of Longhoughton.	<b>3</b>
<i>Proximity to urban areas, and access to labour &amp; services</i>	The site is close to some labour and services within Longhoughton, such as a Spar minimarket to the immediate south of the site. However, more comprehensive services are located approximately 6km away in Alnwick.	<b>3</b>
<i>Compatibility of adjoining uses</i>	The site is bounded to the north and east by residential properties.	<b>4</b>
<i>Site characteristics and development</i>	This large, regularly shaped site slopes gently in a northerly direction; pylons also bisect the centre of the site from east to	<b>3</b>



<i>constraints</i>	west.	
<i>Market Attractiveness</i>	There is no discernable demand for employment uses on this site which is close to housing and has pylons crossing the site which may inhibit development.	<b>2</b>
<i>Planning / Sustainability Factors</i>	This is a Greenfield site adjacent to the settlement boundary, The site would also be reliant upon the private car for regular access despite the 401 bus service running through Longhoughton.	<b>2</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	A section of this site has also been included within the SHLAA.  60% of the site is available for development.  Northumberland Estates envisage that a mixed use development of education, leisure, housing and small scale employment could be deliverable within 5 years.	



**SUBMITTED SITE****Reference****Area (ha)****RAF Boulmer, Admin Site.****ELR 19****3.49**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	This is a vacant brownfield site which consists of old, unused roads, shrubs and vegetation.	
<i>Strategic Access</i>	The site is 5km away from the nearest strategic junction on the A1 along largely unconstrained roads, however, traffic approaching from the west would be required to travel through residential areas to the south of Longhoughton.	<b>1</b>
<i>Local Road Access</i>	The local roads consist of relatively free moving, albeit narrow country roads. Traffic must pass through residential areas to the south of Longhoughton.	<b>3</b>
<i>Proximity to urban areas, and access to labour &amp; services</i>	The site is within 1 km of some labour and services within Longhoughton. However, as there is no pavement on the road between RAF Boulmer and Longhoughton a car would be needed in order to access them. More comprehensive services are located approximately 6.5km away in Alnwick.	<b>2</b>
<i>Compatibility of</i>	There are no incompatible adjoining uses. However, there is the potential for development on this site to be prominent within the	<b>4</b>



<i>adjoining uses</i>	surrounding landscape without adequate screening.	
<i>Site characteristics and development constraints</i>	This is a flat, regularly shaped site. However, the whole site is understood to contain contaminated land and falls within an Area of Natural Beauty associated with the Heritage Coast.	<b>2</b>
<i>Market Attractiveness</i>	This sites relatively remote location, poor road access and contaminated condition make it unattractive to the market.	<b>1</b>
<i>Planning / Sustainability Factors</i>	This is a Brownfield site outwith the settlement boundary, The site would also be reliant upon the private car for regular access as it is remote from the bus service within Longhoughton.	<b>2</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	<p>Northumberland Estates have put this site forwards for tourist accommodation within 1 year.</p> <p>A Planning application A/2009/0349 for 112 touring caravan and camping pitches currently being considered.</p>	



**SUBMITTED SITE****Reference****Area (ha)****Lucker Hall Farm****ELR 20****7.32**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	The site is currently in use for agricultural purposes including farm buildings, barns, storage areas and arable land.	
<i>Strategic Access</i>	The site is 6.5km from the nearest key junction on the A1.	<b>1</b>
<i>Local Road Access</i>	Local roads include narrow country roads with sharp corners, traffic would also be required to pass through residential areas within Lucker.	<b>1</b>
<i>Proximity to urban areas, and access to labour &amp; services</i>	There are no services available within Lucker, a wide range of services are available within Alnwick which is approximately 20km away.	<b>1</b>
<i>Compatibility of adjoining uses</i>	The site is bounded by residential properties to the north and holiday cottages to the east. A caravan park is also located to the south.	<b>3</b>
<i>Site characteristics and development</i>	This is a site of regular size and shape, however, the centre of the site is narrow and the access road for the caravan park to the south cuts across the site itself. The south western field also	<b>1</b>



<i>constraints</i>	undulates upwards to the south west.  Additionally, the site falls within both Flood Zones 2 (20%) and 3 (20%), contains a site of archaeological interest and a small proportion of the site (10%) is understood to be contaminated land.	
<i>Market Attractiveness</i>	This site is remote and difficult to access. Allied to the development constraints outlined it is not an employment site.	<b>1</b>
<i>Planning / Sustainability Factors</i>	This is a mixed Brownfield and Greenfield site which has the potential to create an extension to the existing settlement. The site is however remote and completely reliant upon the private car.	<b>1</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	The agricultural units which account for approximately 15% of the site are in average condition and likely to have been built in the 1970s, no units appear vacant. 75% of the site is available for development.  Neighbouring uses include caravans and holiday cottages, there would be more scope for tourism and leisure uses on this site. Northumberland Estates believe that tourist accommodation would be developable here within 2 years.	



**SUBMITTED SITE****Reference****Area (ha)****Front Street, Prudhoe****ELR 21****4.59**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	The site mainly consists of poor quality vacated allotments, however, a working mans club is located to the south east of the site with associated parking.	
<i>Strategic Access</i>	The site is approximately 8km from the nearest key junction on the A69 and it also requires traffic to pass through residential areas such as Stocksfield, Mickley and Prudhoe in order to reach the site from the west. The site is also 9km from the nearest key junction on the A1 to the west.	<b>1</b>
<i>Local Road Access</i>	Local roads have the potential to become congested and require traffic to pass through both residential areas and the centre of Prudhoe.	<b>1</b>
<i>Proximity to urban areas, and access to labour &amp; services</i>	The site is within walking distance of residential areas and services within Prudhoe.	<b>5</b>
<i>Compatibility of adjoining uses</i>	The site is surrounded by residential properties	<b>4</b>
<i>Site characteristics and development constraints</i>	This is a large site of regular shape. The site slopes steeply downwards to the north, however, the eastern section of the site slopes more gently. There is also a site of archaeological interest within the site.	<b>3</b>



<i>Market Attractiveness</i>	The site is surrounded by residential properties and therefore not suitable to industrial uses and there is no great demand for offices.	<b>2</b>
<i>Planning / Sustainability Factors</i>	This is a mixture of Brownfield and Greenfield land within the town centre. It is also accessible via public transport.	<b>4</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	<p>The working mans club is actively used and is a poor quality 1970s building. The whole site has also been included within the SHLAA. 90% of the site is available for future development.</p> <p>Northumberland Estates currently have a planning application lodged for a mixed use scheme of food retail, retail, housing, affordable housing, community use and offices. To be developed within 3 years.</p>	



**SUBMITTED SITE****Reference****Area (ha)****Land South of Whitton Bank Road, Rothbury****ELR 22****2.1**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	This site is used for a combination of storage and arable land, part of the site to the east consists of woodland.	
<i>Strategic Access</i>	The site is approximately 19km from the nearest strategic junction on the A1.	<b>1</b>
<i>Local Road Access</i>	Local roads consist of narrow, winding country roads and traffic would be potentially required to pass through the centre of Rothbury.	<b>1</b>
<i>Proximity to urban areas, and access to labour &amp; services</i>	The site benefits from being in close proximity to labour and some services within Rothbury. However, more for more comprehensive services then Alnwick is approximately 16km away and Morpeth is approximately 20km away.	<b>3</b>
<i>Compatibility of adjoining uses</i>	The site is bounded to the west by sensitive uses such as a cemetery and hospital. Residential uses are also located to the north east.	<b>2</b>
<i>Site characteristics and development</i>	This is a relatively narrow and extremely steep site with pylons	<b>1</b>



<i>constraints</i>	bisecting the north east of the site.	
<i>Market Attractiveness</i>	Physical constraints and surrounding uses would appear to negate against development and there is unlikely to be demand for employment use.	<b>1</b>
<i>Planning / Sustainability Factors</i>	This is a mix of Brownfield and Greenfield land adjacent to the settlement boundary. However, unless travelling from Rothbury, the site will be reliant upon the private car.	<b>2</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	Part of the site is currently used for storage by Shorey and Edmund Builders. The site slopes steeply from north to south, potentially too steep for development.  Northumberland Estates propose to build tourist accommodation on this site within a timescale of 3 years.	

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>11</b>
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**SUBMITTED SITE****Reference****Area (ha)****Land East of Lordenshaw Drive, Rothbury****ELR 23****2.98**

Criteria	Comment	Score (out of 5)
Current Use	This site is currently used for arable farmland	
Strategic Access	The site is approximately 19km from the nearest strategic junction on the A1.	<b>1</b>
Local Road Access	Local roads consist of narrow, winding country roads and traffic would be potentially required to pass through both residential areas and the centre of Rothbury.	<b>1</b>
Proximity to urban areas, and access to labour & services	The site benefits from being in close proximity to labour and some services within Rothbury. However, more for more comprehensive services then Alnwick is approximately 16km away and Morpeth is approximately 20km away.	<b>3</b>
Compatibility of adjoining uses	The site is bounded by residential uses to the north west, otherwise it is surrounded by arable land. However, it is likely that development here would be prominent in the landscape to the south east.	<b>3</b>
Site characteristics and development	This is a large, regularly shaped site which is constrained by the fact that the site slopes significantly from the north east to the south east, pylons also bisect the site. Additionally, a small	<b>1</b>



<i>constraints</i>	proportion of the site falls within Flood Zones 2 (10%) and 3 (5%)	
<i>Market Attractiveness</i>	There is not the demand in Rothbury for the development of a site such as this particularly given site constraints	<b>1</b>
<i>Planning / Sustainability Factors</i>	This is Greenfield site adjacent to the settlement boundary. However, unless travelling from Rothbury, the site will be reliant upon the private car.	<b>2</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	Northumberland Estates propose to build tourist accommodation on this site within a timescale of 3 years.	

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>12</b>
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**SUBMITTED SITE****Reference****Area (ha)****Land South of Grange Road, Shilbottle****ELR 24****11.14**

Criteria	Comment	Score (out of 5)
Current Use	This site consists of a number of fields used for arable farmland	
Strategic Access	The site is within 2.5km of the nearest strategic junction on the A1 via free moving, albeit narrow country roads. However, as there are issues surrounding a mix of single and dual carriageway sections on the A1 which has a negative impact upon sites to the north of the county, this site has been marked down.	<b>2</b>
Local Road Access	Local roads consist of free moving, albeit narrow country roads with the potential for traffic to pass through residential areas within Shilbottle.	<b>2</b>
Proximity to urban areas, and access to labour & services	The site benefits from easy access to residential areas and some services within Shilbottle. However, a wider range of services would be available in Alnwick which is 6.5km away.	<b>3</b>
Compatibility of adjoining uses	The site is bounded by residential properties to the north and east, otherwise it is bounded by arable land. Development in this location would be prominent in the landscape without adequate screening.	<b>3</b>



<i>Site characteristics and development constraints</i>	This is a large, regularly shaped site. However, it is constrained by the fact that it slopes steeply upwards in a southerly direction and Pylons also cut across the south western corner.	<b>2</b>
<i>Market Attractiveness</i>	Physical constraints to development and proximity of other, better sites near Alnwick mean this is unlikely to attract employment use.	<b>1</b>
<i>Planning / Sustainability Factors</i>	This is a Greenfield site, adjacent to an existing settlement and although Shilbottle village is accessible via bus, the site is reliant upon the private car for regular access.	<b>2</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	The steep nature of the site could be problematic for development.  Northumberland Estates envisage that a mixed use development consisting of housing, leisure, retail and small scale employment would be developable within 3 years.	

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>15</b>
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**SUBMITTED SITE****Reference****Area (ha)****Land North of Longhorsley****ELR 25****4.76**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	This site is used for arable farmland	
<i>Strategic Access</i>	The site is approximately 7km from the nearest strategic junction on the A1.	<b>1</b>
<i>Local Road Access</i>	Local roads such as the A697 are free moving however, other local roads consist of narrow country roads. Traffic must also pass through Longhorsley.	<b>3</b>
<i>Proximity to urban areas, and access to labour &amp; services</i>	Residential areas and some basic services are available within Longhorsley, however, for a wider variety of services Morpeth is located 10km away.	<b>2</b>
<i>Compatibility of adjoining uses</i>	There are no incompatible surrounding uses other than residential properties to the immediate south. Development in this location would also be prominent in the surrounding landscape.	<b>3</b>
<i>Site characteristics and development</i>	This is a large, level, regularly shaped site. The site does not suffer from many constraints, however, the residential properties	<b>4</b>



<i>constraints</i>	to the south could constrain undesirable uses.	
<i>Market Attractiveness</i>	Poor access and remoteness from major population settlements make demand for such a site very unlikely.	<b>1</b>
<i>Planning / Sustainability Factors</i>	This is a Greenfield site, adjacent to an existing settlement. Although the 144 bus service runs through Longhorsley, the site will be largely reliant upon the private car for regular access.	<b>2</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	This site is also included within the SHLAA  The landowner, Mr J.Dowson anticipates that this site could be used to develop a mixed use residential and employment development within the next 1-5 years.	

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>16</b>
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**SUBMITTED SITE****Reference****Area (ha)****Clickemin Farm, Ponteland****ELR 26  
(a, b, c, d)****24.18**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	This site consists of four separate areas <b>a)</b> 0.39ha containing Clickemin Cottage and Brownfield land <b>b)</b> 2.95 ha consisting of mainly arable land and a solitary residential property <b>c)</b> 17.6 ha of arable land and <b>d)</b> 3.24 ha of arable land.	
<i>Strategic Access</i>	The site is approximately 1.5km from the nearest strategic junction on the A696 via free moving roads.	<b>5</b>
<i>Local Road Access</i>	Local roads are free moving but can become congested at peak times. Traffic would also pass through residential areas and Ponteland Village centre.	<b>2</b>
<i>Proximity to urban areas, and access to labour &amp; services</i>	Services and residential properties within Ponteland are within walking distance.	<b>5</b>
<i>Compatibility of adjoining uses</i>	The east and north west of the site as a whole is bounded by residential properties. Otherwise section <b>c)</b> is bounded by arable land to the south and section <b>d)</b> by recreational land to the south west. Sections <b>a)</b> and <b>b)</b> are also bounded by arable land to the	<b>3</b>



	immediate north. Therefore, development on this site has the potential to be prominent within the surrounding landscape without adequate screening.	
<i>Site characteristics and development constraints</i>	This is a large, regularly shaped site within Greenbelt land. Fields <b>c)</b> and <b>d)</b> undulate slightly from north to south whilst 30% of section <b>d)</b> also falls within Flood Zone 3. The existing residential properties at Clickeman Farm ( <b>section a)</b> also suffer from a narrow access road.	<b>1</b>
<i>Market Attractiveness</i>	Very large site in terms of likely employment demand near Ponteland and likely to suffer from supply of better quality employment sites in Tyne and Wear.	<b>2</b>
<i>Planning / Sustainability Factors</i>	This is predominantly a Greenfield site with sections <b>a, b</b> and <b>c</b> falling within the Greenbelt, adjacent to an existing settlement. However, Bus services between Newcastle and Ponteland will be available on a regular basis.	<b>2</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	It is approximated that 95% of the site is available for further development.  This site is put forward by Banks Developments for a mixture of residential with both B1 and B2 uses, this could be achieved within 5-10 years.	

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>20</b>
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**SUBMITTED SITE****Reference****Area (ha)****Netherton Park****ELR 27****(a and b)****57.95**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	This site is mainly used as arable farmland and is split into two separate groups of fields to the north (27b approximately 12ha) and south (27a approximately 46 ha) of Netherton Park.	
<i>Strategic Access</i>	The site is approximately 1.5km from the nearest strategic junction on the A1 via free moving roads.	<b>5</b>
<i>Local Road Access</i>	Local roads are free moving but traffic would be required to pass through residential areas at Stanington Station if approaching from the north. The southern section of the site benefits from a purpose built road access off the A1.	<b>4</b>
<i>Proximity to urban areas, and access to labour &amp; services</i>	Residential areas and a wide variety of services are available in Morpeth which is approximately 5.5km to the north or within Cramlington which is approximately 9km to the south.	<b>1</b>
<i>Compatibility of adjoining uses</i>	The northern and southern sections to the site are separated by Netherton Children's Home and some residential areas. The site is also bounded by a railway line to the west which generates noise.	<b>3</b>



<i>Site characteristics and development constraints</i>	This is a large, flat regularly shaped site; however, the southern section of the site contains two areas of archaeological interest.	<b>4</b>
<i>Market Attractiveness</i>	Excellent strategic access although local road access is a little more constrained. The southern section in particular appears reasonable physically but competition from Cramlington and Morpeth.	<b>2</b>
<i>Planning / Sustainability Factors</i>	This is a Greenfield site adjacent to an existing settlement. The site is accessible via public transport and cycle routes from both Morpeth and Stannington Station. However, as a site away from a key settlement the site is reliant upon the private car for more regular access.	<b>3</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	<p>A portion of the northern section of the site has been assessed within the SHLAA as has the whole of the southern section.</p> <p>The southern section of the site has proposed uses such as B1a (offices), B2 (light industry/research and development), B8 (storage and distribution). The site would also be immediately available for development. J. Dungait &amp; Sons.</p>	

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>22</b>
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**SUBMITTED SITE****Reference****Area (ha)****Land to the North of Wylam****ELR 28****10.98**

Criteria	Comment	Score (out of 5)
Current Use	This site is mainly used for agricultural purposes. However, the southern field has become overgrown.	
Strategic Access	The site is accessible immediately off the A69	5
Local Road Access	Local roads are free moving, however, the junction towards the south of the site can become congested.	4
Proximity to urban areas, and access to labour & services	Residential areas and some services will be available within Wylam which is 1.5km away. However, it is likely that a car would be used to reach them. A wider variety of services will be available within Prudhoe which is approximately 6.5km away.	2
Compatibility of adjoining uses	The site is bounded by residential properties to the south and west, otherwise it is bounded by arable land to the east and the A69 to the north which would generate noise. Further screening would also be required as development in this area would be prominent within the wider landscape.	2
Site characteristics and development	This is a large site of regular shape within the Greenbelt. However the site slopes from downwards in the direction of the	1



<i>constraints</i>	Tyne in a southerly direction and lacks a clear access point. The southernmost field slopes more steeply and also contains pylons.	
<i>Market Attractiveness</i>	The north east field could be attractive for industrial/warehousing given its proximity to A69 and west Newcastle. Not far from new Close House Golf facility.	<b>2</b>
<i>Planning / Sustainability Factors</i>	This is a Greenfield site within the Greenbelt outwith an existing settlement. Although the site is on an existing bus route it is likely that the site is also reliant upon the private car for regular access.	<b>1</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	The Landowner, Rothchild Trust Guernsey Ltd, states that the site could be immediately available for tourism opportunities, roadside hotel accommodation, or motor services facilities.	

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>17</b>
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**SUBMITTED SITE****Reference****Area (ha)****Land at East Sleekburn****ELR 29****31.39**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	This site is mainly used as arable land to the north with a plantation developing to the south east.	
<i>Strategic Access</i>	The site is approximately 1km from the nearest strategic junction on the A189 via free moving roads.	<b>5</b>
<i>Local Road Access</i>	Local roads are free moving directly off the A189 and avoid residential areas.	<b>5</b>
<i>Proximity to urban areas, and access to labour &amp; services</i>	The site is approximately 8km away from Ashington, 10km from Cramlington and 7km from Blyth. Therefore a car would be required in order to access labour and services.	<b>1</b>
<i>Compatibility of adjoining uses</i>	The site is bounded by residential properties to the south east and the noisy A189 to the west. The remainder of the site is bounded by arable land. Development in this location would also be prominent in the surrounding landscape.	<b>2</b>
<i>Site characteristics and development</i>	This is a large, regularly shaped site which undulates gently; however, the site contains an area of archaeological interest and	<b>2</b>



<i>constraints</i>	pylons bisect the south west of the site.	
<i>Market Attractiveness</i>	There is plenty of available land in the general vicinity and not a great deal of demand and some better sites closer to Blyth. Also there are constraints such as the pylons.	<b>1</b>
<i>Planning / Sustainability Factors</i>	This is a Greenfield site outwith any existing settlement. The site is also reliant upon the private car for regular access.	<b>1</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	<p>This whole site has also been included within the SHLAA.</p> <p>Approximately 50% of the site is available for development (potentially 100% if the young plantation woodland is replaced).</p> <p>This site could be suitable for industrial uses relating to renewables due to its proximity to NaRECs testing facilities, the trunk road network and access to a deep water port and Blyth Harbour North.</p> <p>There is no anticipated timescale. However, the site is put forward for Renewable Industrial uses by Northumberland County Council. As currently unused, timescales are estimated at 1-5 years.</p>	

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>17</b>
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**SUBMITTED SITE****Reference****Area (ha)****Former Arizona Chemicals****ELR 30****7.16**

Criteria	Comment	Score (out of 5)
Current Use	This site is currently home to Fergusons Business Park West used for warehousing and chemical related uses, with areas of Greenfield land situated to the west and south.	
Strategic Access	The site is approximately 1.5km from the nearest strategic junction on the A189 via free moving roads.	5
Local Road Access	Local roads are free moving, however, some corners prove difficult for some HGVs currently using the roads.	4
Proximity to urban areas, and access to labour & services	The site is approximately 6km away from Ashington, 11km from Cramlington and 7.5km from Blyth. Therefore a car would be required in order to access labour and services.	1
Compatibility of adjoining uses	The site is located within a wider employment area and it is also surrounded by arable land.	5
Site characteristics and development constraints	This is a flat regularly shaped site; however, the nearby fly over to the immediate east of the site could prove restrictive to some HGVs (i.e. unable to pass under it). 40% of the site is understood to be contaminated whilst a further 15% of the site falls within a HSE consultation zone.	1



<i>Market Attractiveness</i>	Generally there are better located sites and other constraints including contamination mean this is unlikely to prove attractive to the market.	<b>2</b>
<i>Planning / Sustainability Factors</i>	This is a mixed Brownfield and Greenfield site outwith any settlement boundary although the site is served by buses, it is likely that the private car will be the easiest option in order to gain regular access.	<b>3</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	<p>The business park is in active use. Security does not allow access to the site. The buildings appear to be of average quality. Approximately 40% of the site is arable land with the potential for further development.</p> <p>Fergusons' Intention is to develop the site for small scale business units for lease, Classes B1, B2 and B8 within 3-5 years.</p>	

[Scoring: 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>21</b>
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**SUBMITTED SITE****Reference****Area (ha)****Extension to the Milkhope Centre****ELR 31****0.21**

Criteria	Comment	Score (out of 5)
<i>Current Use</i>	This extension to the Milkhope Centre currently consists of plantation woodland.	
<i>Strategic Access</i>	The site is approximately 2.5km from the Cramlington junction on the A1 via unconstrained roads, whilst avoiding residential areas.	<b>4</b>
<i>Local Road Access</i>	Local roads are free moving and avoid residential areas. However, local roads to the west of the site are narrow country roads.	<b>4</b>
<i>Proximity to urban areas, and access to labour &amp; services</i>	The site is approximately 6km away from Cramlington for labour and services. It is also unlikely that this site would be accessible via public transport.	<b>1</b>
<i>Compatibility of adjoining uses</i>	There are some residential properties to the north east of the site, however these uses do not clash with the Milkhope Centre at present.	<b>4</b>
<i>Site characteristics and development</i>	The site is a level site of regular shape within the Greenbelt. However, the site is extremely small and could impact upon the	<b>1</b>

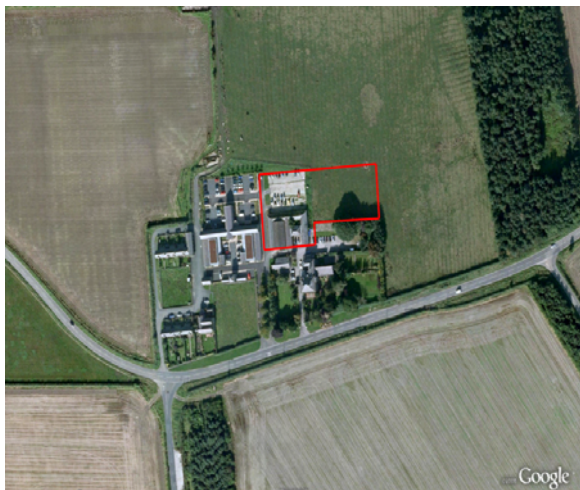


<i>constraints</i>	setting of a listed building within the Milkhope Centre.	
<i>Market Attractiveness</i>	The Milkhope Centre has attracted mainly non-employment uses and this site will not be any more attractive to employment uses.	<b>1</b>
<i>Planning / Sustainability Factors</i>	This is Greenfield land, outwith a settlement boundary within Greenbelt land. It is also reliant upon the private car for regular access with buses serving the site occasionally.	<b>1</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	The landowner envisages that light industry can be accommodated on site within 1 year, without the need for phasing.	

[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>16</b>
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**SUBMITTED SITE****Reference****Area (ha)****Horton Grange, Seaton Burn****ELR 32****0.55**

Criteria	Comment	Score (out of 5)
Current Use	This site currently consists of arable land, a car park and poor quality agricultural buildings which are currently used for storage.	
Strategic Access	The site is approximately 4.5km from the Cramlington junction on the A1 via unconstrained roads, whilst avoiding residential areas.	3
Local Road Access	Local roads are free moving and avoid residential areas. However, local roads to the west of the site are narrow country roads.	4
Proximity to urban areas, and access to labour & services	The site is approximately 5.4km away from Ponteland for labour and services, therefore a car would be required.	1
Compatibility of adjoining uses	The site adjoins an existing employment site for hotel and leisure uses and is surrounded by arable land; therefore there are no incompatible uses. This site is also well screened by plantation woodland to the north and east.	5
Site characteristics and development	This is a level site of regular shape on Greenbelt land. The small size of the site also acts as a physical constraint.	2



<i>constraints</i>		
<i>Market Attractiveness</i>	Horton Grange has attracted office users to some converted buildings. Although this will have a limited local offer of small units only.	<b>2</b>
<i>Planning / Sustainability Factors</i>	This is a mix of Brownfield and Greenfield land, outwith a settlement boundary within Greenbelt land. It is also reliant upon the private car.	<b>2</b>
<i>Other Comments</i>  <i>(i.e. ownership factors, barriers to development where available)</i>	<p>The farm buildings are in a poor state of repair and are used mainly for informal storage of farm equipment. There would be the potential to intensify the existing leisure uses on this site. 50% of the site is available for development.</p> <p>Blagdon Estates envisage that the site is suitable for offices and an extension of the existing hotel within 1 year.</p>	

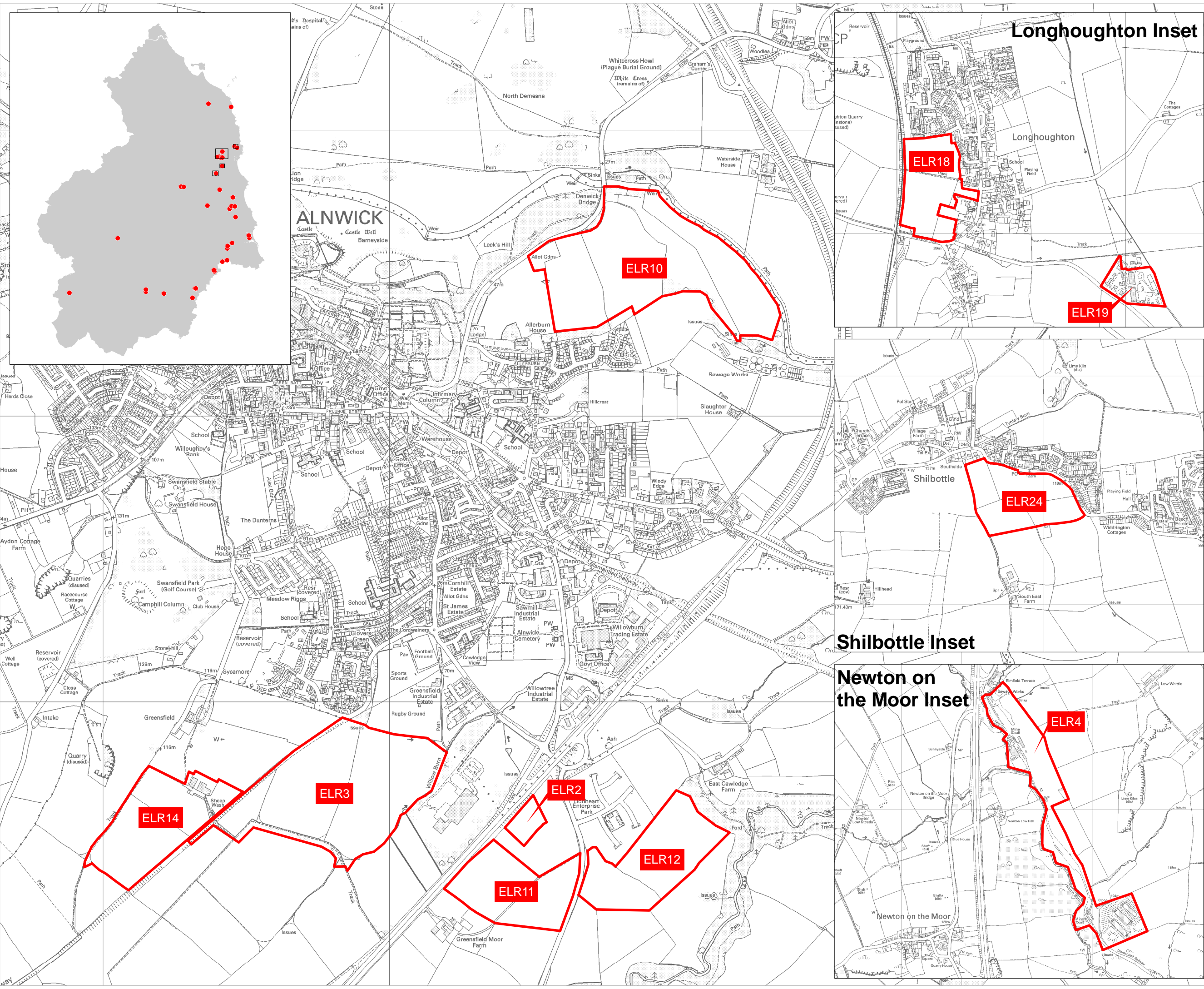
[**Scoring:** 5 = best, 1 = worst]

<b>TOTAL SCORE:</b>	<b>19</b>
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## **Appendix 11     Potential Site Plans**

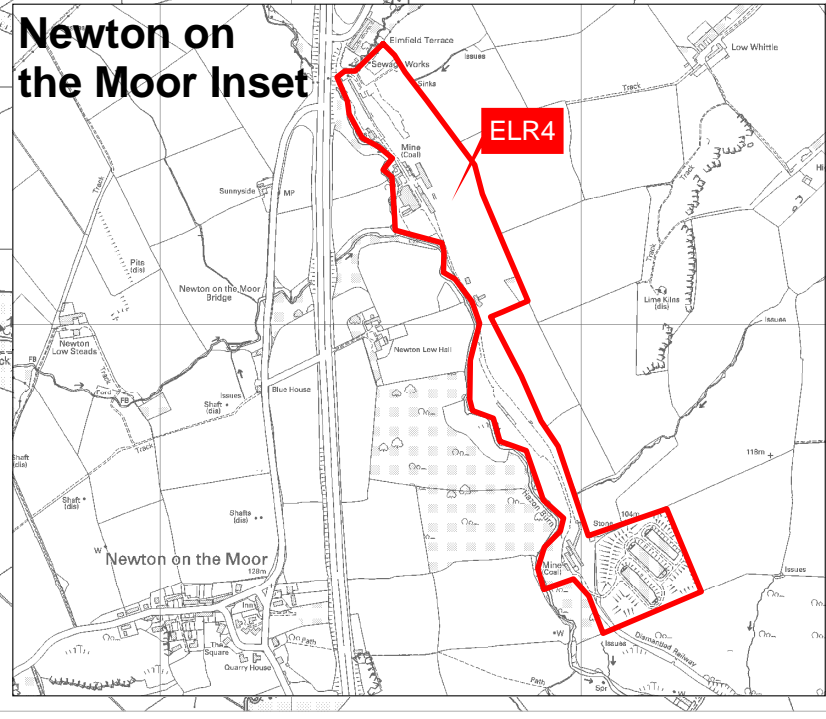
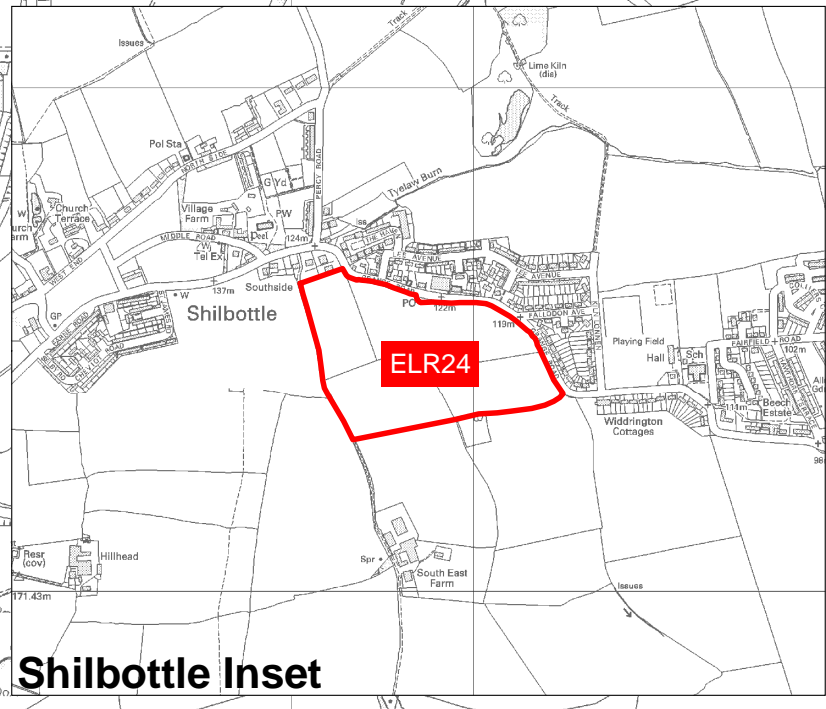
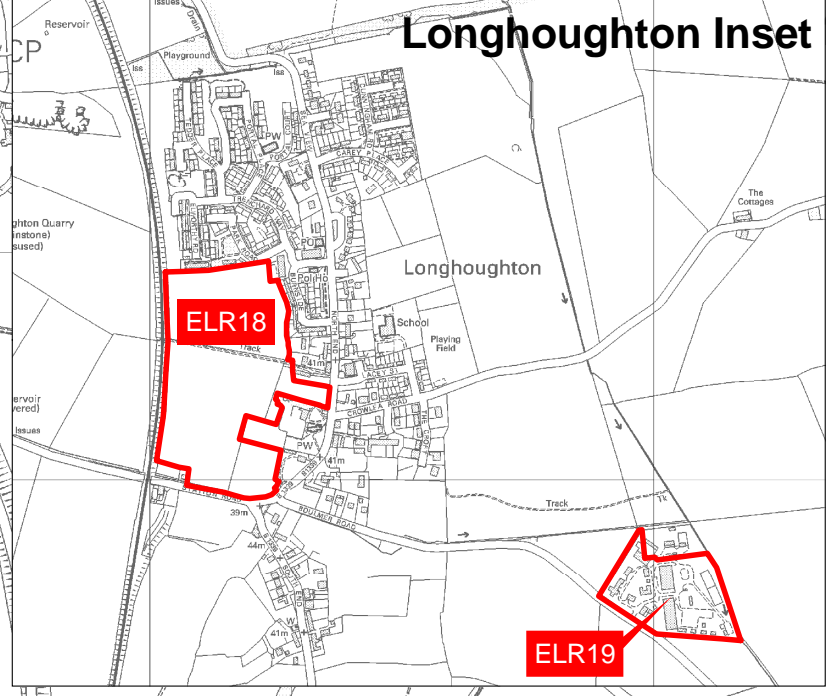




Key

Call for sites submission

### Longhoughton Inset



**Nathaniel Lichfield and Partners**

Project Northumberland Employment Land Review

Title Call for sites - Alnwick

Client Northumberland County Council

Date 24.09.2010

Scale 1 : 12,000 @ A3

Drawn by MAR

Dwg No GIS21412-021

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GIS Reference: S:\NE21412 - Northumberland County Employment Land Review\NE21412 - Northumberland County ELR - Call for Sites - Alnwick - 21.09.2010.mxd



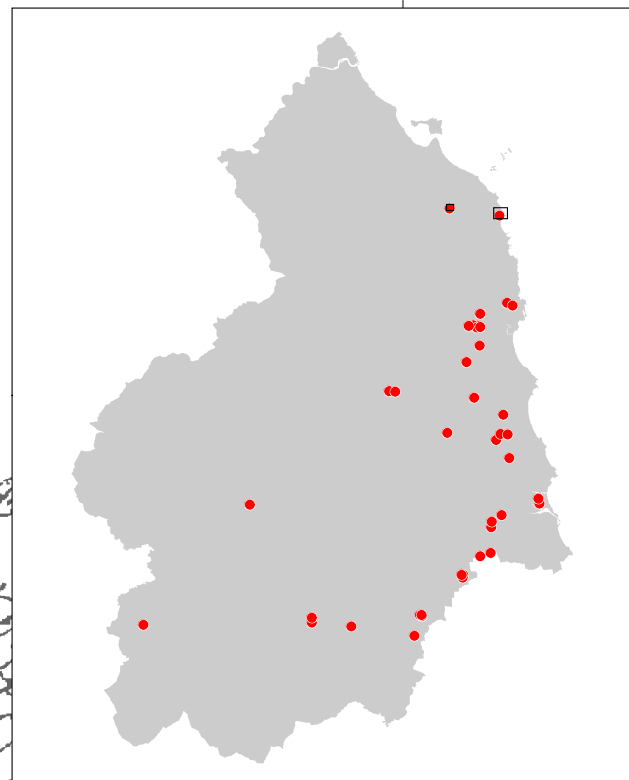


A detailed map of the Lucker Inset area. A red outline delineates the ELR20 (Ecological Land Resource 20) area, which includes Lucker Hall Farm, Caravan Park, and the Wagon Burn. Surrounding features include Villers Gardens, Lucker Hall, War Memorial, PO, 38m, Cross (remains on), PW, Wagon Burn, 39m, Quarry (dis), Track, South Side Farm, South Side Cottages, Tut Law, and Lucker. The map also shows various paths and a road labeled LC.

A detailed map of the Lucker Inset area. A red outline delineates the ELR20 (Ecological Land Resource 20) area, which includes Lucker Hall Farm, Caravan Park, and the Wagon Burn. Surrounding features include Villers Gardens, Lucker Hall, War Memorial, PO, 38m, Cross (remains on), PW, Wagon Burn, 39m, Quarry (dis), Track, South Side Farm, South Side Cottages, Tut Law, and Lucker. The map also shows various paths and a road labeled LC.

11/11/2016

11/11/2016



The map displays the coastal region of Beadnell, Northumberland. Key features include:

- Coastline and Harbour:** Beadnell Harbour, Sand, and Blyth Rock are visible along the coast.
- Landmarks:** Collith Hole, Blyth Rock, Nacker Hole, Whinstone Dyke, Lady's Hole, Roan Rock, and Chapel (remains of).
- Settlements and Areas:** Lucker, Beadnell, Benthall, and Blyth.
- Infrastructure:** Roads (e.g., B1240, A166), paths, and various buildings (e.g., Hotel, PH, Caravan Park).
- Highlighted Areas:**
  - ELR20:** Located in the Lucker area, near Lucker Hall and Caravan Park.
  - ELR13:** Located in the Beadnell area, near Benthall and Blyth.
- Inset Map:** A small map in the top right corner shows the location of the study area within the county of Northumberland.

[illegible]

Project Northumberland Employment Land Review

Title	Call for sites - Beadnell
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Client: Northumberland County Council

Date 24.09.2010

Scale 1 : 6,000 @ A3

Drawn by MAr

Drg. No GIS21412-022

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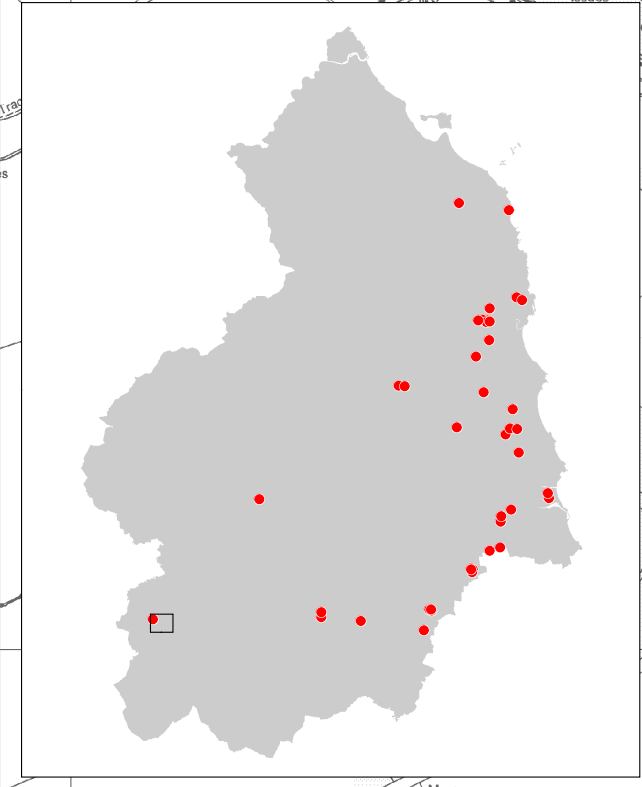






Key

Call for sites submission



nlp

Nathaniel Lichfield and Partners

Project

Northumberland Employment Land Review

Title

Call for sites - Haltwhistle

Client

Northumberland County Council

Date

24.09.2010

Scale

1 : 10,000 @ A3

Drawn by

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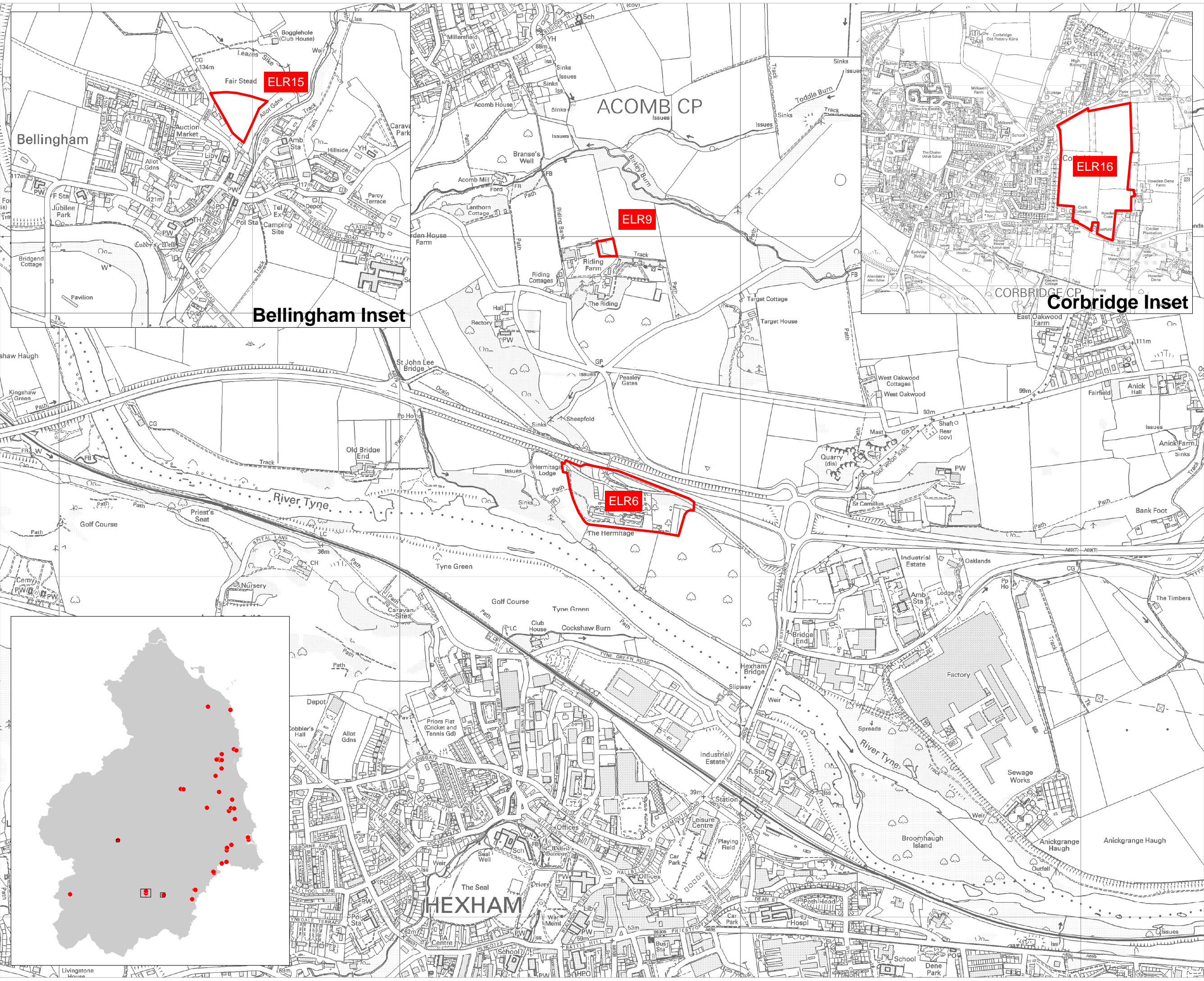
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N





Bellingham

ACOMB CP

Corbridge Inset

HEXHAM

Bellingham Inset

Key



Call for sites submission



Project: Northumberland Employment Land Review

Title: Call for sites - Hexham

Client: Northumberland County Council

Date: 21.09.2010

Scale: 1 : 20,000 @ A3

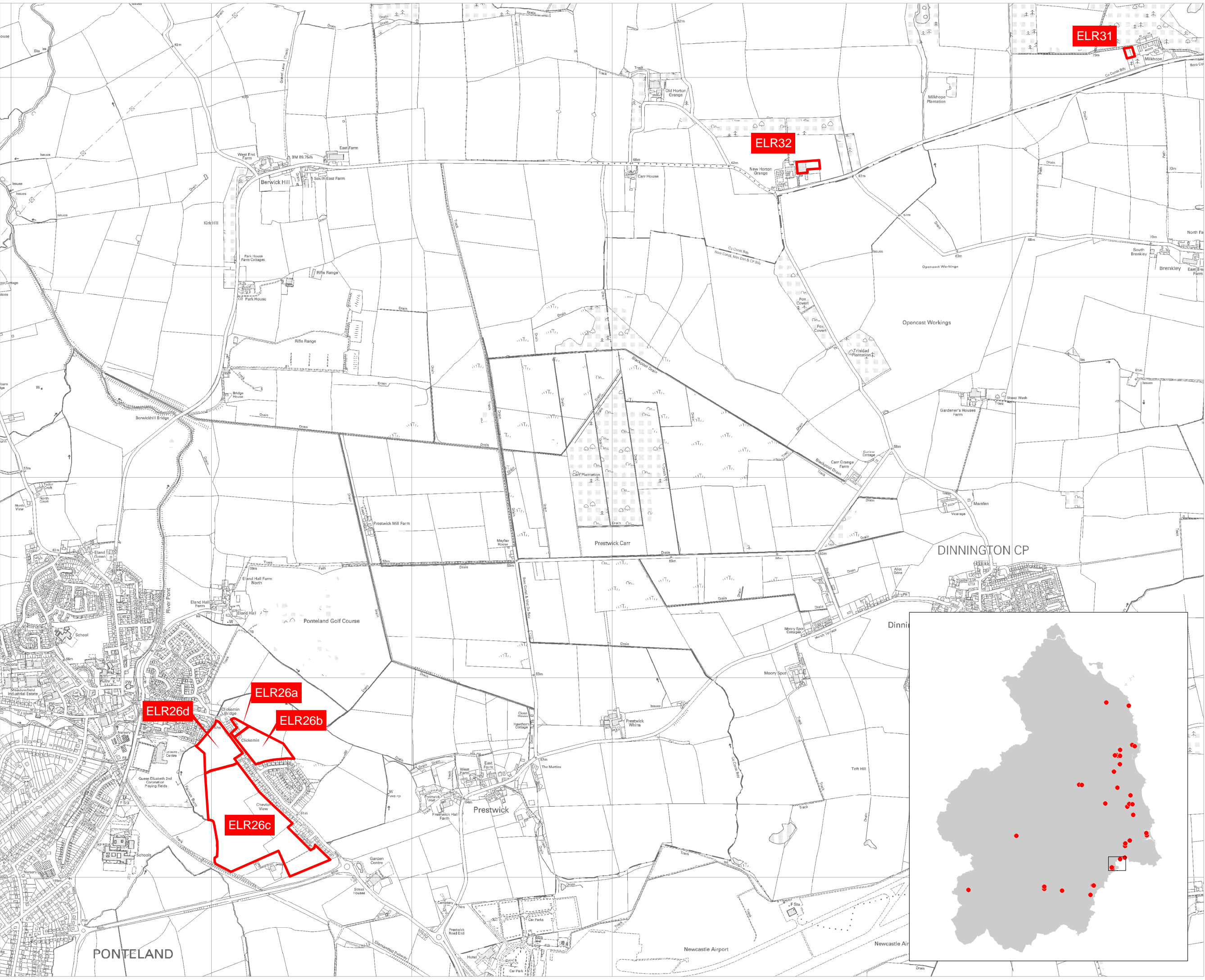
Drawn by: MAR

Dwg No: GIS21412-018

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GIS Reference: S:\NE21412 - Northumberland County Employment Land Review\NE21412 - Northumberland County ELR - Site Classification - Hexham - 21.09.2010.mxd

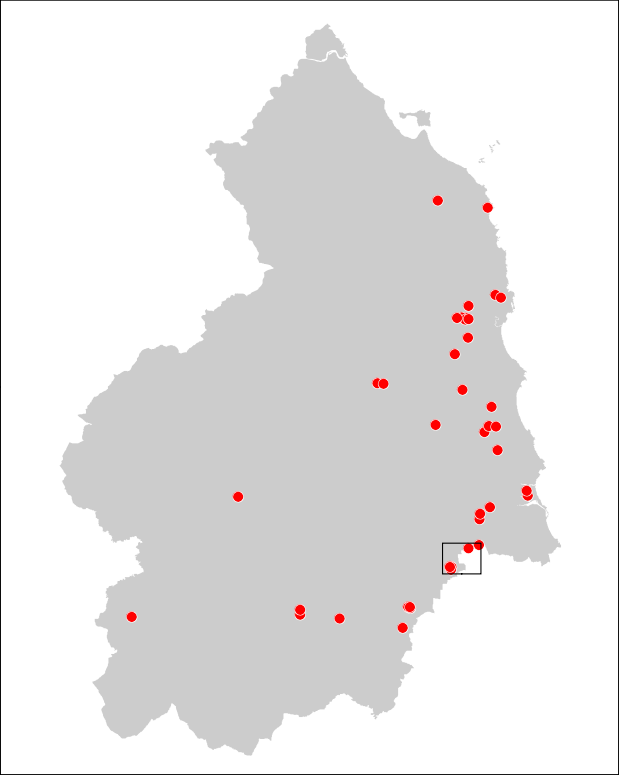






Key

Call for sites submission



Project Northumberland Employment Land Review

Title Call for sites - Ponteland

Client Northumberland County Council

Date 24.09.2010

Scale 1 : 17,000 @ A3

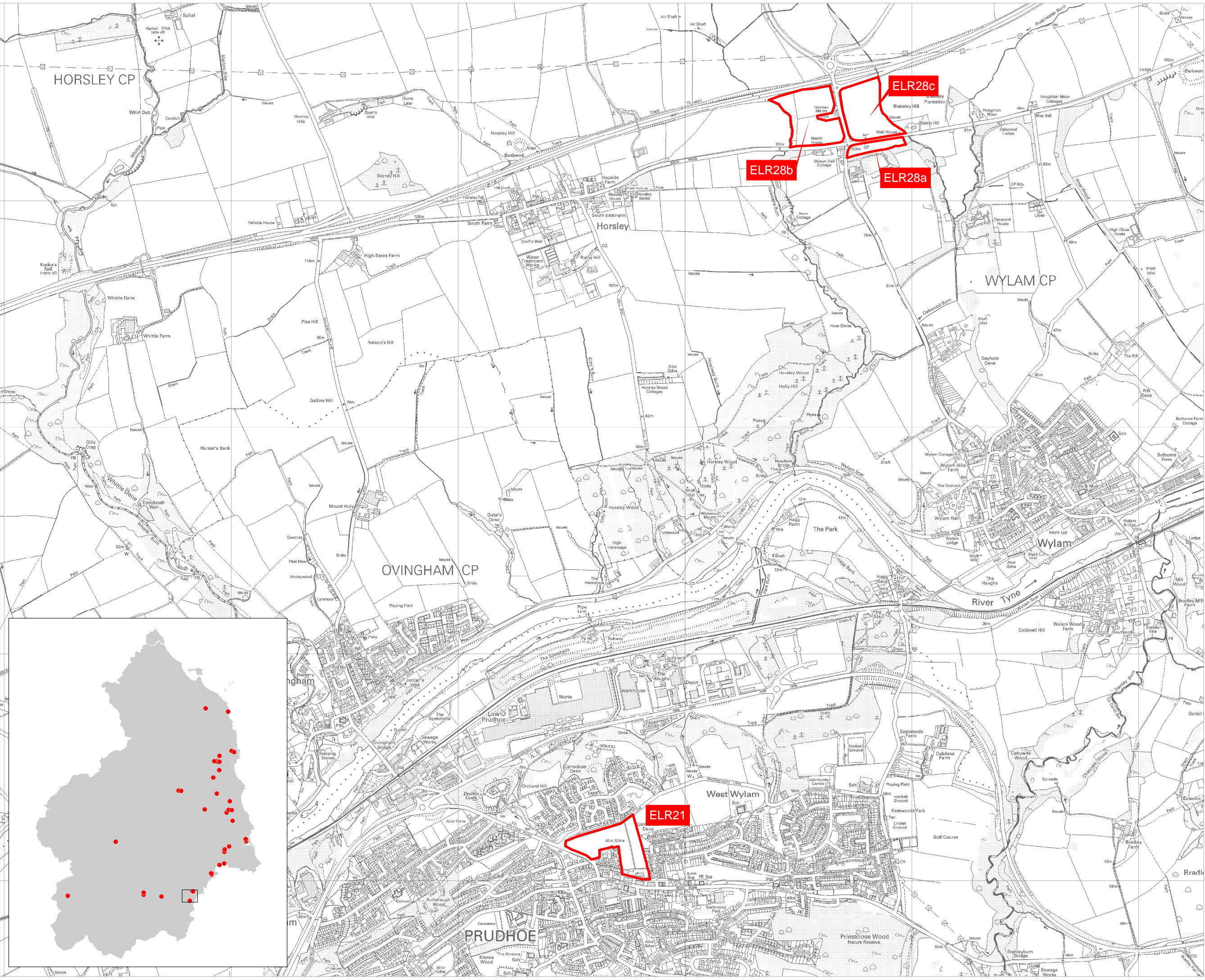
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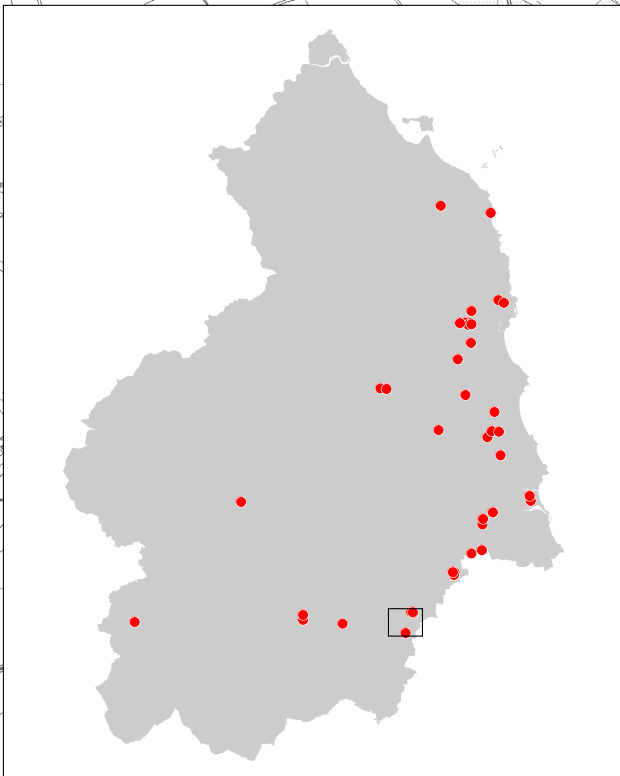






**Key**

Call for sites submission



Project Northumberland Employment Land Review

Title Call for sites - Prudhoe

Client Northumberland County Council

Date 24.09.2010

Scale 1 : 15,000 @ A3

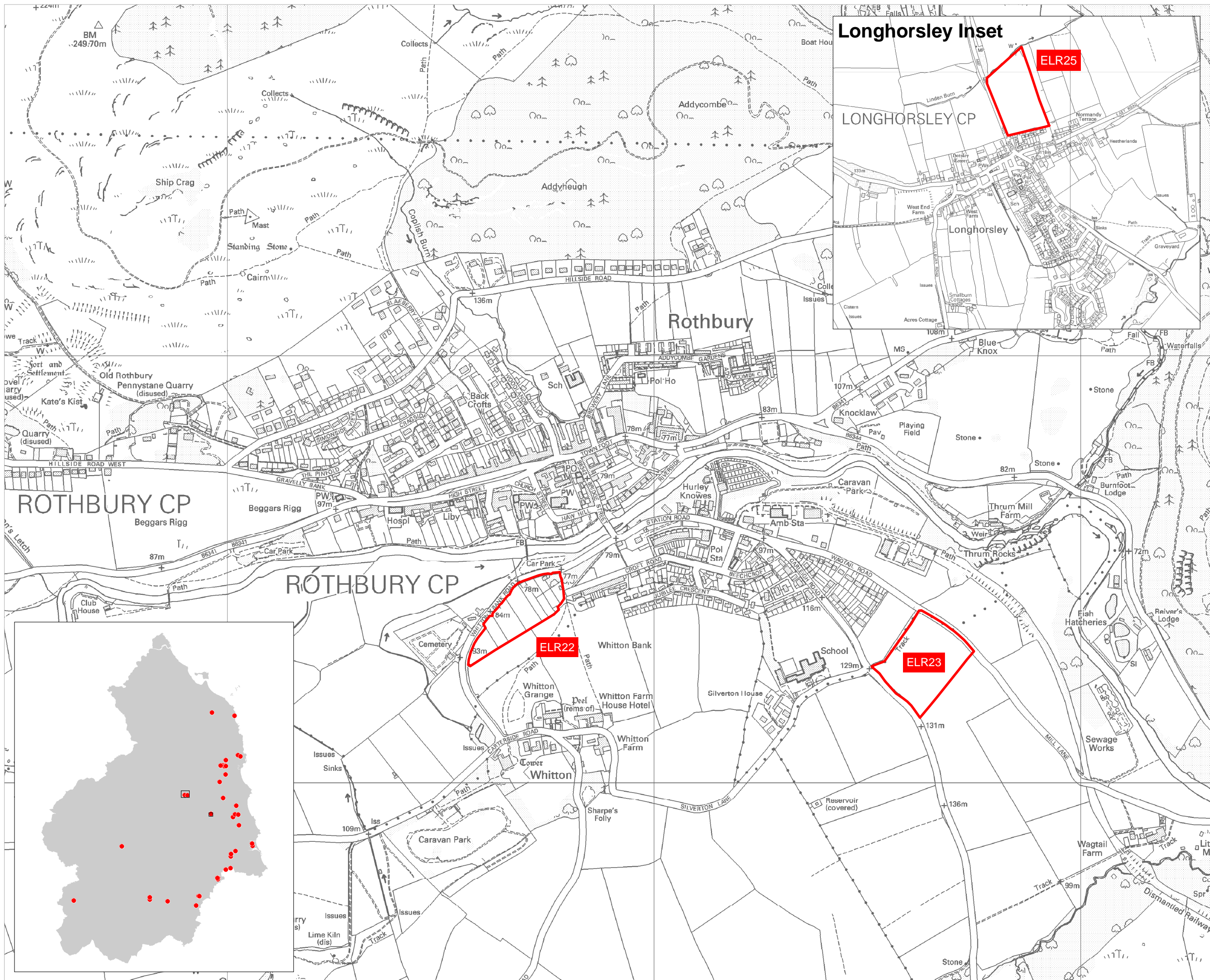
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Dwg No GIS21412-019

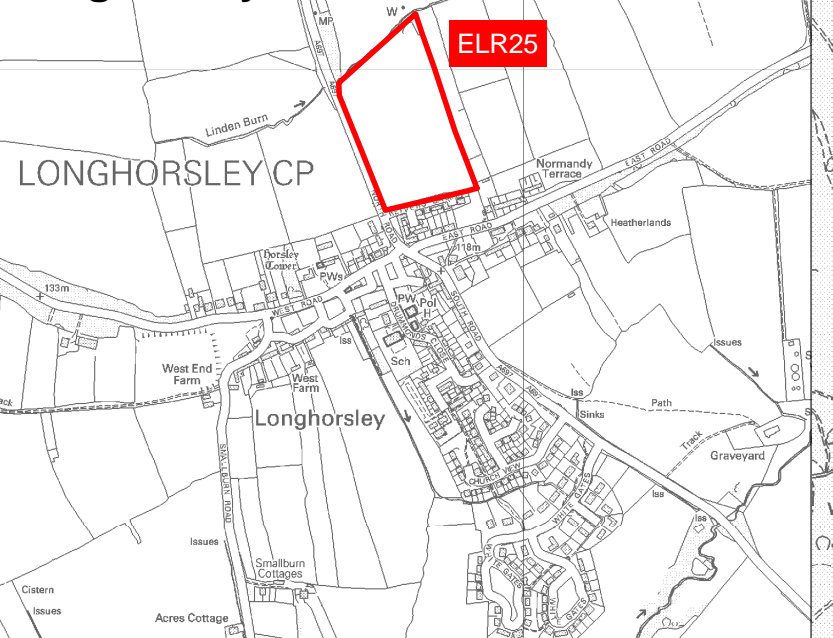
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## Longhorsley Inset



Key

Call for sites submission

**nlp** Nathaniel Lichfield and Partners

Project Northumberland Employment Land Review

Title Call for sites - Rothbury

Client Northumberland County Council

Date 24.09.2010

Scale 1 : 8,000 @ A3

Drawn by MAR

Orig No GIS21412-024

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## East Sleekburn Inset

## Key

## Call for sites submission

ELR30

FLR29

FI R27b

FI R27a

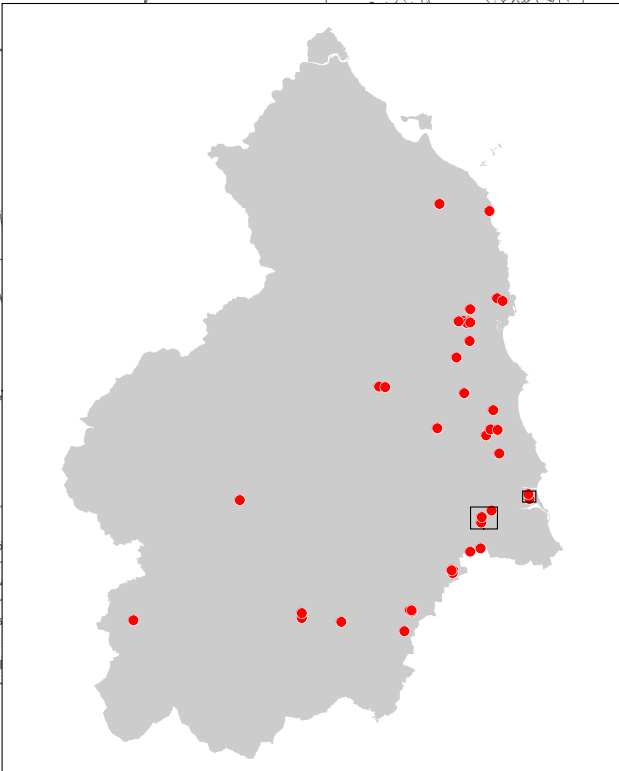
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Project Northumberland Employment Land Review

Call for sites - Stannington

Client: Northumberland County Council

Date 24.09.2010

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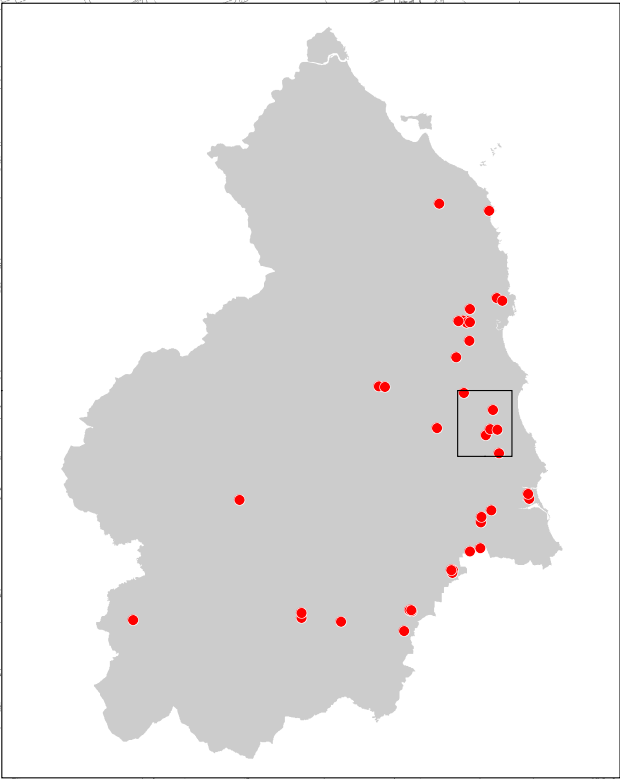
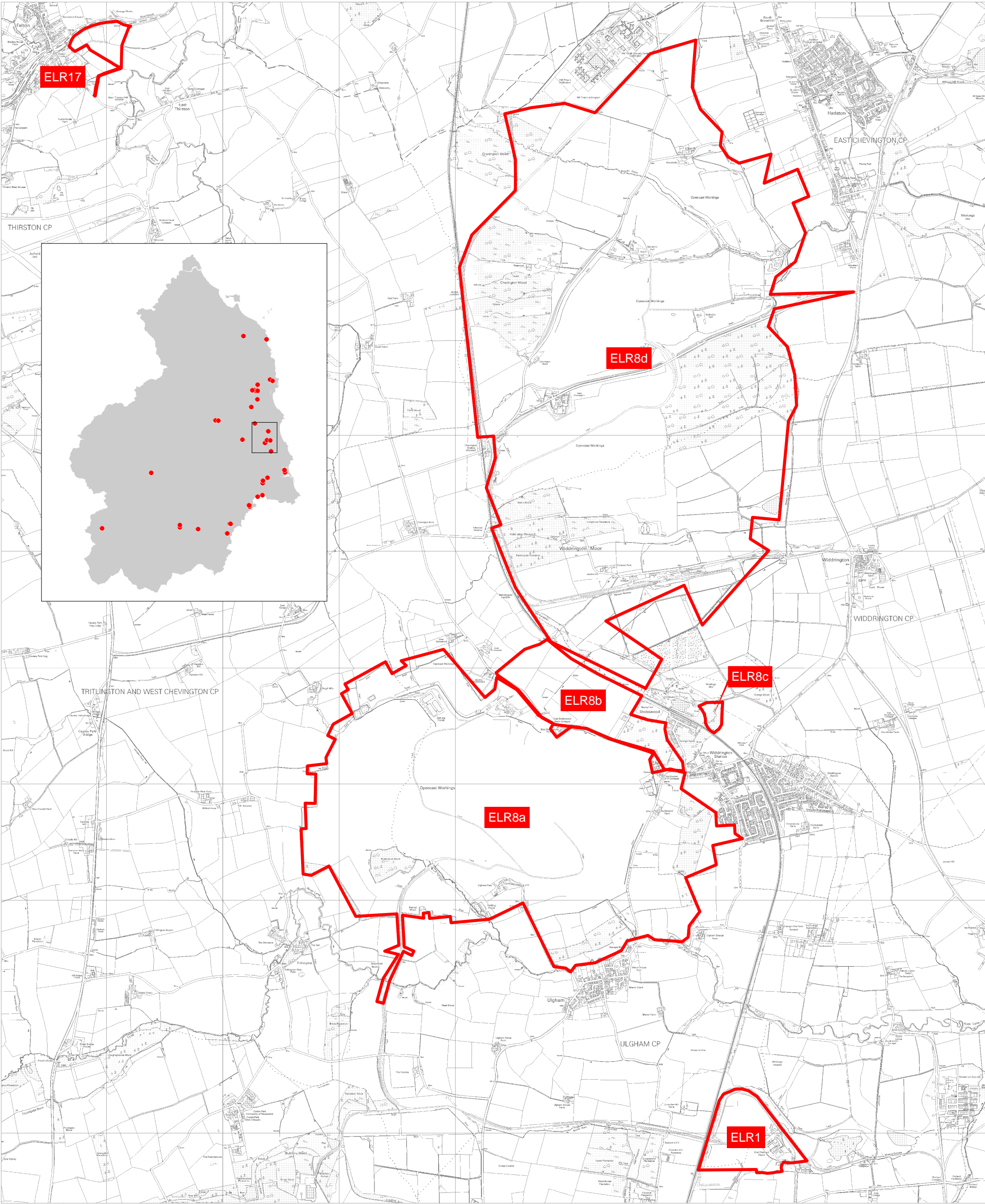
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Org. No. GIS21412-023


GIS Reference: S\NE21412 - Northumberland County Employment Land Review  
NE21412 - Northumberland County ELR - Call for Sites - Stannington -  
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Key

 Call for sites submission



Project Northumberland Employment Land Review

Title Call for sites - Stobswood

Client Northumberland County Council

Date 24.09.2010

Scale 1 : 30,000 @ A3

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GIS Reference: S:\NE21412 - Northumberland County Employment Land Review  
WE21412 - Northumberland County ELR - Call for Sites - Stobswood - 24.09.2010.mxd







KEY

Potential Development Area

**Intensification of Blyth Riverside Park:**

**Constraints:**  
Viability issues regarding intensification  
Potential ownership constraints

**Benefits:**  
Successful existing industrial estates  
Several areas of under-utilised land and outdated buildings  
Already allocated for employment use  
Sustainable brownfield site

**Blyth Bebside Extension:**

**Constraints:**  
Limited Public Transport  
Located some distance away from Blyth Town Centre, beyond settlement boundary  
Close proximity to residential development  
Likely remediation required

**Benefits:**  
Substantial tracts of vacant land  
Close by existing small industrial estate with limited vacancies  
Excellent strategic road access

**Land to the west of Blyth Golf Course:**

**Constraints:**  
Limited Public Transport  
Located beyond settlement boundary  
New access required to connect A19 with Horton roundabout - expensive

**Benefits:**  
Substantial tracts of vacant land  
Site appears relatively flat and would require little remediation



Project Northumberland Employment Land Review

Title Potential Areas - Blyth

Client Northumberland County Council

Date 20.09.2010

Scale 1 : 10,000 @ A3

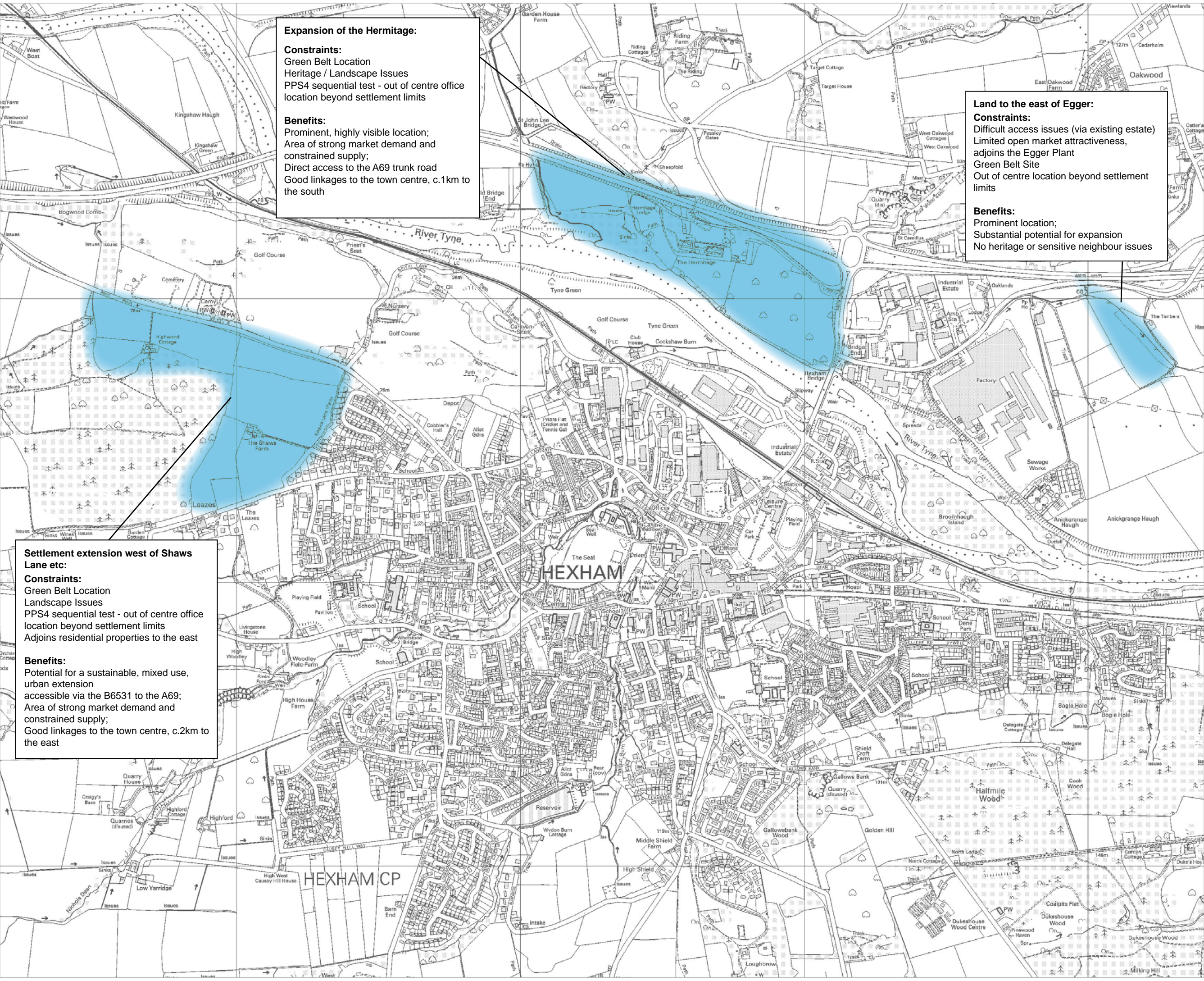
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Drg No GIS21412-003

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**Expansion of the Hermitage:**

**Constraints:**  
Green Belt Location  
Heritage / Landscape Issues  
PPS4 sequential test - out of centre office  
location beyond settlement limits

**Benefits:**  
Prominent, highly visible location;  
Area of strong market demand and  
constrained supply;  
Direct access to the A69 trunk road  
Good linkages to the town centre, c.1km to  
the south

**Land to the east of Egger:**

**Constraints:**  
Difficult access issues (via existing estate)  
Limited open market attractiveness,  
adjoins the Egger Plant  
Green Belt Site  
Out of centre location beyond settlement  
limits

**Benefits:**  
Prominent location;  
Substantial potential for expansion  
No heritage or sensitive neighbour issues

**Settlement extension west of Shaws  
Lane etc:**

**Constraints:**  
Green Belt Location  
Landscape Issues  
PPS4 sequential test - out of centre office  
location beyond settlement limits  
Adjoins residential properties to the east

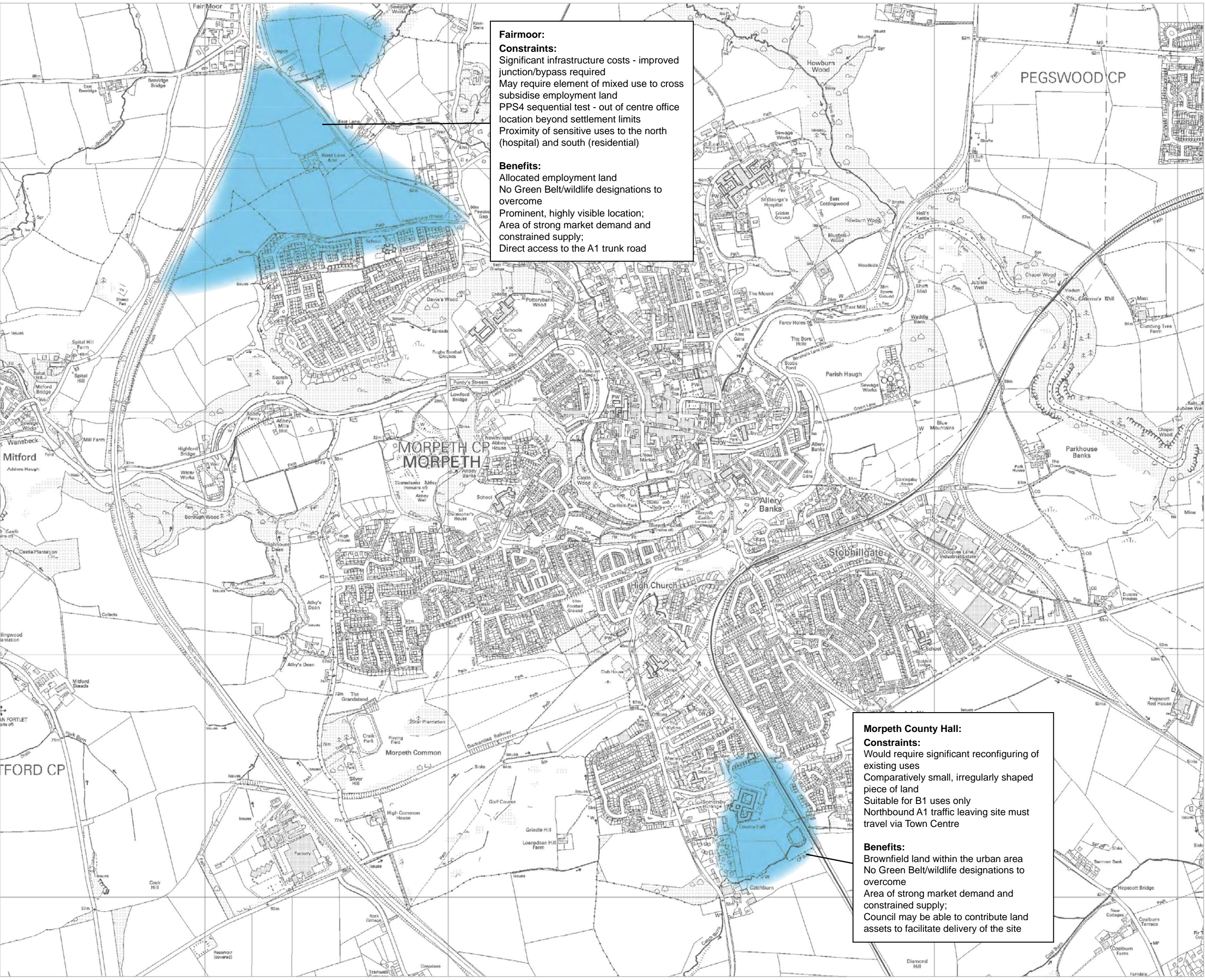
**Benefits:**  
Potential for a sustainable, mixed use,  
urban extension  
accessible via the B6531 to the A69;  
Area of strong market demand and  
constrained supply;  
Good linkages to the town centre, c.2km to  
the east

**KEY**

Potential Development Area








**Fairmoor:**  
**Constraints:**  
Significant infrastructure costs - improved junction/bypass required  
May require element of mixed use to cross subsidise employment land  
PPS4 sequential test - out of centre office location beyond settlement limits  
Proximity of sensitive uses to the north (hospital) and south (residential)

**Benefits:**  
Allocated employment land  
No Green Belt/wildlife designations to overcome  
Prominent, highly visible location;  
Area of strong market demand and constrained supply;  
Direct access to the A1 trunk road

**Morpeth County Hall:**  
**Constraints:**  
Would require significant reconfiguring of existing uses  
Comparatively small, irregularly shaped piece of land  
Suitable for B1 uses only  
Northbound A1 traffic leaving site must travel via Town Centre

**Benefits:**  
Brownfield land within the urban area  
No Green Belt/wildlife designations to overcome  
Area of strong market demand and constrained supply;  
Council may be able to contribute land assets to facilitate delivery of the site

**KEY**  
 Potential Development Area

 **Nathaniel Lichfield and Partners**

Project Northumberland Employment Land Review

Title Potential Areas - Morpeth

Client Northumberland County Council

Date 24.09.2010

Scale 1 : 14,000 @ A3

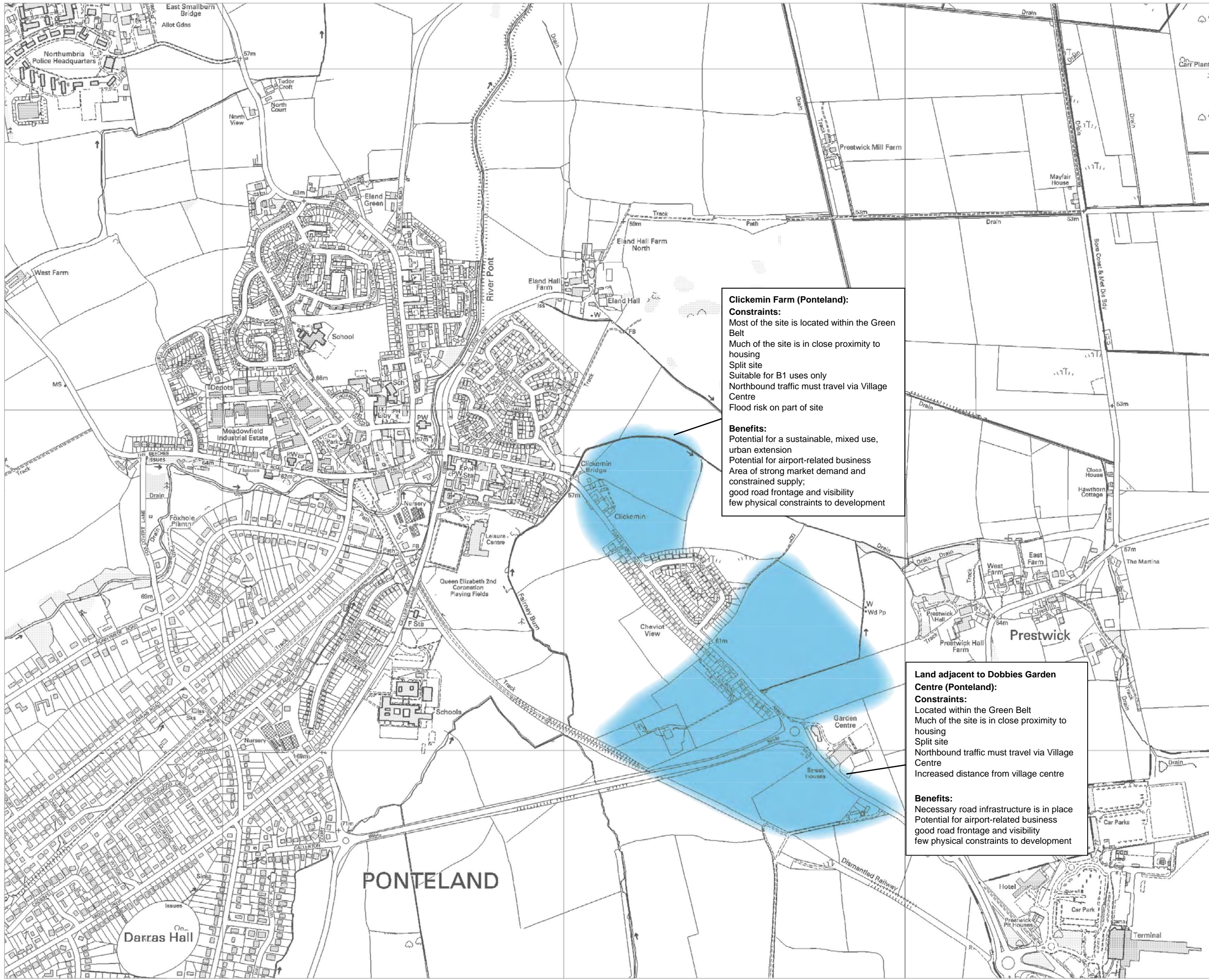
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Dwg. No GIS21412-015

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**Clickemin Farm (Ponteland):**  
**Constraints:**  
Most of the site is located within the Green Belt  
Much of the site is in close proximity to housing  
Split site  
Suitable for B1 uses only  
Northbound traffic must travel via Village Centre  
Flood risk on part of site  
**Benefits:**  
Potential for a sustainable, mixed use, urban extension  
Potential for airport-related business  
Area of strong market demand and constrained supply;  
good road frontage and visibility  
few physical constraints to development

**Land adjacent to Dobbies Garden Centre (Ponteland):**  
**Constraints:**  
Located within the Green Belt  
Much of the site is in close proximity to housing  
Split site  
Northbound traffic must travel via Village Centre  
Increased distance from village centre  
**Benefits:**  
Necessary road infrastructure is in place  
Potential for airport-related business  
good road frontage and visibility  
few physical constraints to development

**KEY**  
Potential Development Area

**nlp** Nathaniel Lichfield and Partners

Project Northumberland Employment Land Review

Title Potential Areas - Ponteland

Client Northumberland County Council

Date 20.09.2010

Scale 1 : 10,000 @ A3

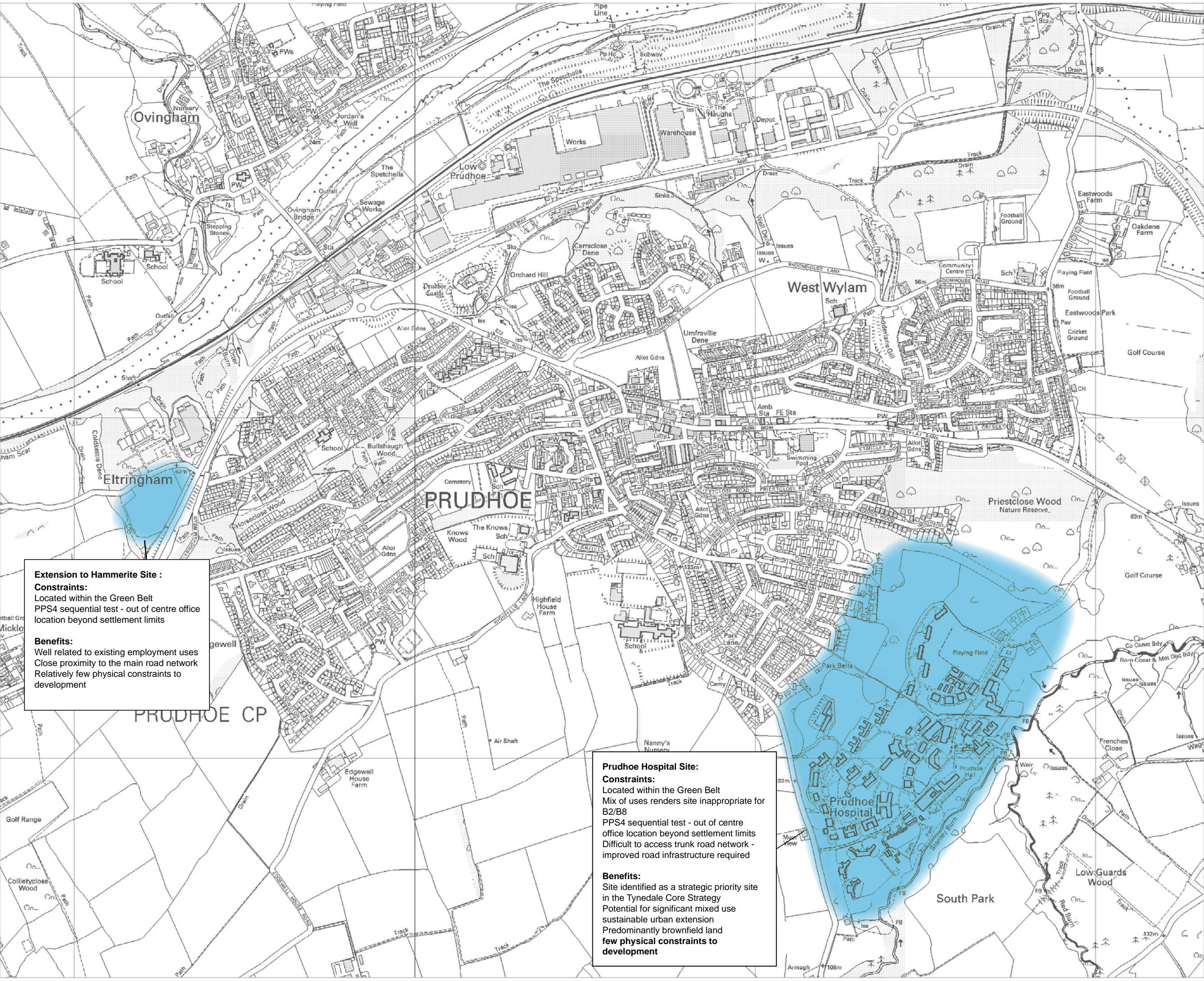
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Dwg. No GIS21412-002

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GIS Reference: S:\NE21412 - Northumberland County Employment Land Review\ NE21412 - Northumberland County ELR - Potential Areas - Ponteland - 20.09.2010.mxd







**Extension to Hammerite Site :**

**Constraints:**  
Located within the Green Belt  
PPS4 sequential test - out of centre office location beyond settlement limits

**Benefits:**  
Well related to existing employment uses  
Close proximity to the main road network  
Relatively few physical constraints to development

**Prudhoe Hospital Site:**

**Constraints:**  
Located within the Green Belt  
Mix of uses renders site inappropriate for B2/B8  
PPS4 sequential test - out of centre office location beyond settlement limits  
Difficult to access trunk road network - improved road infrastructure required

**Benefits:**  
Site identified as a strategic priority site in the Tynedale Core Strategy  
Potential for significant mixed use sustainable urban extension  
Predominantly brownfield land  
**few physical constraints to development**

**KEY**

Potential Development Area

**nlp** Nathaniel Lichfield and Partners

Project Northumberland Employment Land Review

Title Potential Areas - Prudhoe

Client Northumberland County Council

Date 20.09.2010

Scale 1 : 10,000 @ A3

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## **Appendix 12      Recommended Employment Land Portfolio**



No.	Site Name	Ref	Service Area	Service Area Locality	Site Status	Gross Site Area (Ha)	Net Developable Area remaining for development	Area available for expansion	Vacant Floorspace (sqm)	Vacancy Rate (%)	Strategic access	Local road access	Proximity to urban areas, and access to labour and services	Compatibility of adjoining uses	Site characteristics and development constraints	Market attractiveness	Planning/sustainability factors	Total score	Quality	Current Role of the Site	Potential Future Use	Conclusion
46	Blyth Bates	C16	South East	Blyth	Allocated	23.28	23.28	0	0	0.0%	3	2	4	3	3	2	3	20	Average	Vacant former colliery site with potential for residential / renewables use	Strategic renewables site / housing / leisure on remaining land	Amend site boundary to reflect reduced employment allocation
50	Cramlington Crosland Park	C20	South East	Cramlington	Allocated	8.35	2.916	0	674.75	13.4%	4	5	3	5	4	4	3	28	Higher	General Industrial Estate	General B1c / B2 industrial uses and B8 warehousing	Amend site boundary to reflect reduced employment allocation
52	Cramlington South Nelson	C22	South East	Cramlington	Allocated	15.716	2.618	0	4416.58	20.2%	4	5	3	4	3	3	3	25	Higher	General Industrial Estate	General B1c / B2 industrial uses and B8 warehousing	Amend site boundary to reflect reduced employment allocation
72	St Marys Hospital - Stannington	D19	North	Morpeth	Allocated	33.6	33.6	0	0	0.0%	2	1	2	4	4	1	2	16	Lower	Residential-led mixed use development	Mixed use (including residential and 5.2ha B1 land)	Amend site boundary to reflect reduced employment allocation
73	Ellington Colliery	D20	South East	Ellington, Lynemouth & Linton	Allocated	20.5	20.5	0	0	0.0%	2	4	3	4	3	2	3	21	Average	Office Starter units	Starter units for local businesses; residential; recreation	Amend site boundary to reflect reduced employment allocation
87	Low Prudhoe	E12	West	Prudhoe	Allocated	51.2	6.037	0.768	2571.84	1.8%	1	3	5	2	2	4	4	21	Average	General Industrial Estate	General B Class uses	Amend site boundary to reflect reduced employment allocation
94	Hexham - Former Bunker	E20	West	Hexham & Hexhamshire	Allocated	1.4	1.393	0	0	0.0%	3	2	5	5	1	2	5	23	Average	Mixed use including retail, offices, and light industry	Mixed use including retail, offices, and light industry	Amend site boundary to reflect reduced employment allocation
116	Cambolis - Zone of Economic Opportunity	F07	South East	East Bedlington	Allocated	248	8.9	182.208	20876.25	35.0%	5	4	3	5	2	2	2	23	Average	Expansion land for general B uses	Clean Coal-fired power station; residential	Amend site boundary to reflect reduced employment allocation
83	Egger	E08	West	East Tyndale	Committed Employment Land	27.9	0	8.81	0	0.0%	3	3	5	5	2	1	3	22	Average	Single user specialist site	Specialised B2 B8 industrial use	Retain as Expansion Land
3	Alnwick - Saw Mill	A03	North	Alnwick	Allocated	1.56	0.303	0	230	9.4%	4	3	4	3	2	2	3	21	Average	Indigenous Industrial / warehousing uses / retail	Industrial / warehousing uses	Retain Employment Land Allocation
8	Amble Coquet Enterprise Park	A08	North	Amble	Allocated	29.24	8.931	0.825	1325.94	4.6%	1	3	4	4	4	2	4	22	Average	General B-Class Employment uses	B1c / B2 industrial uses	Retain Employment Land Allocation
13	Alnwick - Lionheart Enterprise Park	A15	North	Alnwick	Allocated	7.01	0.021	0.63	143	1.8%	4	4	3	3	4	4	3	25	Higher	Small scale warehousing, offices, retail and Sui Generis including waste transfer station	General B-Class Employment uses	Retain Employment Land Allocation
15	Alnwick - West Cawledge	A17	North	Alnwick	Allocated	2.71	2.298	0	0	0.0%	3	2	3	4	3	2	2	19	Average	Extension to existing Enterprise Park	General B-Class Employment uses	Retain Employment Land Allocation
16	Alnwick - Lionheart Enterprise Park Phase 2	A18	North	Alnwick	Allocated	4.49	1.696	0	2276.12	29.9%	4	4	3	3	3	4	3	24	Higher	Small scale warehousing, offices, retail and Sui Generis uses	General B-Class Employment uses	Retain Employment Land Allocation
17	Alnwick - Greensfield Moor	A19	North	Alnwick	Allocated	4.52	2.092	1.3	1290.36	51.2%	4	4	3	3	4	3	3	24	Higher	Office park	B1a office	Retain Employment Land Allocation



19	Belford	B01	North	Seahouses & Belford	Allocated	8.29	0.794	0	368	5.0%	4	4	2	2	2	2	2	18	Average	General B-Class Employment uses serving a local market	Local B1c / B2 industrial uses and B8 warehousing	Retain Employment Land Allocation
20	Berwick - North Road	B02	North	Berwick & Islandshire	Allocated	11.2	0.415	0	1400	8.4%	4	4	4	4	3	3	4	26	Higher	General B-Class Employment uses serving a local market	General B-Class Employment uses	Retain Employment Land Allocation
21	Berwick - Tweedmouth	B03	North	Berwick & Islandshire	Allocated	6.12	0.09	0	0	0.0%	3	3	4	3	3	3	5	24	Higher	Part retail park, part general industrial estate	Retail / General Industrial uses	Retain Employment Land Allocation
22	Berwick - Tweedside	B04	North	Berwick & Islandshire	Allocated	40.1	0.327	1,289	9342	9.3%	4	3	4	4	3	3	4	25	Higher	General B-Class Employment uses with some Sui Generis encroachment	General B-Class Employment uses	Retain Employment Land Allocation
23	Alnwick - North Sunderland	B05	North	Seahouses & Belford	Allocated	2.64	1.208	0	278	11.4%	1	1	3	3	3	2	3	16	Lower	General B-Class Employment uses serving a local market	Local B1c / B2 industrial uses and B8 warehousing	Retain Employment Land Allocation
28	Belford West	B10	North	Seahouses & Belford	Allocated	1.59	1.589	0	0	0.0%	4	3	2	2	4	2	1	18	Average	B-Class employment uses serving the local, indigenous, market	Rural service site	Retain Employment Land Allocation
29	Wooler - NW of Berwick Road	B11	North	Glendale	Allocated	2.06	2.059	0	0	0.0%	2	3	3	3	4	2	3	20	Average	Industrial allocation currently in agricultural use	B Class uses serving a localised market	Retain Employment Land Allocation
30	Berwick - Ramparts Business Park	B12	North	Berwick & Islandshire	Allocated	13.83	9.865	0	4209.71	50.0%	4	4	4	3	5	3	4	27	Higher	General B-Class Employment uses serving a local market, with associated retail and Sui Generis uses	General B-Class Employment uses, retail and Sui Generis	Retain Employment Land Allocation
34	Blyth Riverside Park	C02	South East	Blyth	Allocated	20.218	3.726	0.621	4624.02	12.9%	3	3	4	4	5	3	4	26	Higher	General Industrial Estate	General B-Class Employment uses	Retain Employment Land Allocation
35	Blyth Riverside Park (Coniston Road)	C03	South East	Blyth	Allocated	46.954	6.321	1.539	14492	18.2%	4	3	4	4	3	3	3	24	Higher	General Industrial Estate	General B-Class Employment uses	Retain Employment Land Allocation
36	Blyth Harbour South	C04	South East	Blyth	Allocated	46.85	0.204	1.464	67.61	0.2%	3	3	4	3	5	3	3	24	Higher	Port-related storage and industrial activities	Port-related storage activities	Retain Employment Land Allocation
40	East Cramlington	C08	South East	Seaton Valley	Allocated	2.4	0.297	0.161	574	20.4%	4	2	3	4	2	2	3	20	Average	General B-Class Employment uses serving a local market	B Class uses serving a localised market	Retain Employment Land Allocation
41	Northumbria and Business Park	C10	South East	Cramlington	Allocated	33.22	12.118	2.61	10752.02	22.5%	5	5	4	5	5	5	4	33	Higher	Split between office park and area of general B class / Sui Generis mix	B1a office	Retain Employment Land Allocation
43	Seaton Delaval - Double Row	C12	South East	Seaton Valley	Allocated	11.6	0.274	0.442	437	2.3%	4	4	3	3	3	2	4	23	Average	Mixed use employment area	B Class uses serving a localised market	Retain Employment Land Allocation
47	Cramlington North Nelson	C17	South East	Cramlington	Allocated	39.799	1.62	0	26386.99	20.4%	4	5	3	5	4	4	3	28	Higher	General Industrial Estate	General B1c / B2 industrial uses and B8 warehousing	Retain Employment Land Allocation
48	Cramlington Nelson Park West	C18	South East	Cramlington	Allocated	28.802	7.79	3.935	11391.55	23.6%	4	5	3	5	4	5	3	29	Higher	General Industrial Estate	General B1c / B2 industrial uses and B8 warehousing	Retain Employment Land Allocation



54	Cramlington West Hartford	C24	South East	Cramlington	Allocated	53.164	51.464	0	0	0.0%	5	4	4	4	4	4	3	28	Higher	Agricultural land intended for strategic inward investment employment site	Strategic inward investment employment site	Retain Employment Land Allocation
55	Hadston	D01	North	Widdrington & Cresswell	Allocated	4.8	1.22	0	786.97	25.9%	1	3	2	1	4	1	2	14	Lower	Workshop starter units	Starter Units	Retain Employment Land Allocation
56	Morpeth - Coopies Lane	D02	North	Morpeth	Allocated	22.6	0.161	0.176	10454.29	17.2%	2	1	5	1	2	3	5	19	Average	General B-Class Employment uses serving a local market	General B-Class Employment uses	Retain Employment Land Allocation
65	Whitehouse Farm Centre	D12	North	Morpeth	Allocated	4.2	2.03	0	263.01	5.9%	3	1	2	4	4	1	2	17	Lower	Workshop starter units	B1a/b/c uses, creative industries and farm-related industries	Retain Employment Land Allocation
66	Fairmoor (Northgate)	D13	North	Morpeth	Allocated	10.2	10.2	0	0	0.0%	4	5	3	4	4	2	2	24	Higher	Agricultural land intended for B1 Business Park	B1 Business Park	Retain Employment Land Allocation
74	Adjacent to A1 Fairmoor	D21	North	Morpeth	Allocated	8.1	8.15	0	0	0.0%	4	5	3	4	4	2	1	23	Average	Agricultural land	Mixed use: residential / B1a office	Retain Employment Land Allocation
76	Allendale - Catton	E01	West	Allendale	Allocated	1.002	0.55	0	0	0.0%	1	1	2	5	2	1	2	14	Lower	Rural service site	B Class uses serving a localised market	Retain Employment Land Allocation
77	Bellingham - Foundry Road	E02	West	North Tyne & Redesdale	Allocated	1.08	0.37	0	278	19.5%	1	1	3	1	1	2	2	11	Lower	Mixed use including B Class uses serving a localised market	Mixed use including B Class uses serving a localised market	Retain Employment Land Allocation
78	Halwhistle - Hadrian	E03	West	Halwhistle & West Tyne	Allocated	21.3	1.635	3.2	4185.26	16.2%	1	5	4	4	2	2	4	22	Average	General Industrial Estate	General B-Class Employment uses	Retain Employment Land Allocation
81	Hexham - Haugh Lane	E06	West	Hexham & Hexhamshire	Allocated	10	0.103	0	815.54	3.3%	3	1	5	4	2	3	5	23	Average	Mixed use employment area	Mixed use including retail, offices, warehousing and distribution	Retain Employment Land Allocation
84	Hexham - Bridge End	E09	West	East Tyndale	Allocated	17.1	1.27	0	210	0.7%	4	2	5	5	2	1	5	24	Higher	General B Class uses	General B Class uses	Retain Employment Land Allocation
90	Acomb	E15	West	Hexham & Hexhamshire	Allocated	3.2	0.066	0.283	341.4	8.4%	4	2	3	1	2	2	4	18	Average	Mixed use incl. industrial starter units for local businesses	Mixed use incl. industrial starter units for local businesses	Retain Employment Land Allocation
95	Catton - Ridleys Yard	E21	West	Allendale	Allocated	0.978	0.585	0	78.97	8.3%	1	1	2	5	1	1	2	13	Lower	Workshop starter units	B1a/b/c uses, starter units	Retain Employment Land Allocation
99	Haydon Bridge - North of Station Road	E25	West	Allendale	Allocated	0.936	0.936	0	TBC	TBC	1	3	3	5	2	1	4	19	Average	B Class uses serving a local market	B Class uses serving a localised market	Retain Employment Land Allocation
101	Stooksfield - adjacent to Station	E27	West	East Tyndale	Allocated	0.3	0.301	0	TBC	TBC	2	4	2	4	2	1	3	18	Average	Vacant land with potential to accommodate light industrial units serving a local market	B1 local businesses	Retain Employment Land Allocation
111	Ashington - North Seaton	F02	South East	East Ashington	Allocated	29.8	5.895	0	6458.86	18.9%	4	3	5	3	3	3	4	25	Higher	Mixed use employment area	Mixed use	Retain Employment Land Allocation



[illegible]



## **Appendix 13      Economic Statistics**



## Economic Statistics

### Population

	1999	2009	Change	Change (%)
North Northumberland	106,900	108,800	1,900	1.8
South East Northumberland	142,100	143,000	900	0.6
West Northumberland	58,500	59,300	800	1.4
Northumberland County	307,500	311,100	3,600	1.2
North East	2,550,300	2,584,300	34,000	1.3
Great Britain	57,005,400	60,003,100	2,997,700	5.3

Source: ONS Mid-Year Population Estimates

### Employee Jobs

	1998	2008	Change	Change (%)
North Northumberland	42,400	43,400	1,000	2.4
South East Northumberland	40,000	39,600	-400	-1.0
West Northumberland	21,800	22,200	400	1.8
Northumberland County	101,700	103,400	1,700	1.7
North East	945,700	1,031,100	85,400	9.0
Great Britain	24,355,000	26,677,200	2,322,200	9.5

Source: Annual Business Inquiry

### VAT Registered Businesses

	1997	2007	1997-2007 (%)
North	3,775	4,225	12
South East	1,755	2,335	33
West	2,405	2,865	19
Northumberland	7,935	9,425	19
North East	42,940	52,275	22
Great Britain	1,619,470	1,964,920	21

Source: DTI Small Business Service

### Employment Structure

	North	South East	West	Northumberland	Great Britain
Agriculture	3.4%	0.4%	3.7%	2.3%	1.0%
Energy & water	1.0%	0.5%	1.2%	0.8%	0.6%
Manufacturing	8.1%	18.5%	11.5%	12.7%	10.2%
Construction	5.8%	5.1%	5.3%	5.5%	4.8%
Distribution, hotels & restaurants	25.1%	23.7%	23.6%	24.3%	23.4%
Transport & communications	2.5%	3.8%	3.9%	3.3%	5.8%
Banking, finance & insurance	7.2%	10.6%	17.6%	10.7%	22.0%
Public administration & health	40.7%	33.9%	26.4%	35.1%	27.0%



<b>Other services</b>	<b>6.2%</b>	<b>3.5%</b>	<b>6.8%</b>	<b>5.3%</b>	<b>5.3%</b>
<b>Tourism-related*</b>	<b>14.1%</b>	<b>7.6%</b>	<b>13.5%</b>	<b>11.4%</b>	<b>8.2%</b>

Source: Annual Business Inquiry

### Change in Employment

	<b>% Change 1998-2008</b>					
	<b>North</b>	<b>South East</b>	<b>West</b>	<b>Northumberland</b>	<b>North East</b>	<b>Great Britain</b>
<b>Agriculture</b>	<b>-20.56</b>	<b>2.9</b>	<b>-5.3</b>	<b>-14.8</b>	<b>-5.0</b>	<b>-2.9</b>
<b>Energy &amp; water</b>	<b>-57.23</b>	<b>-76.0</b>	<b>-19.0</b>	<b>-58.4</b>	<b>0.5</b>	<b>-20.3</b>
<b>Manufacturing</b>	<b>-20.20</b>	<b>-33.4</b>	<b>-12.5</b>	<b>-26.9</b>	<b>-34.0</b>	<b>-32.9</b>
<b>Construction</b>	<b>-31.04</b>	<b>-0.4</b>	<b>-0.7</b>	<b>-16.7</b>	<b>12.4</b>	<b>14.5</b>
<b>Distribution, hotels &amp; restaurants</b>	<b>4.95</b>	<b>18.5</b>	<b>-5.1</b>	<b>7.1</b>	<b>7.8</b>	<b>5.5</b>
<b>Transport &amp; communications</b>	<b>-10.48</b>	<b>-3.8</b>	<b>-10.0</b>	<b>-7.6</b>	<b>20.1</b>	<b>9.6</b>
<b>Banking, finance &amp; insurance</b>	<b>-18.95</b>	<b>26.5</b>	<b>94.4</b>	<b>22.4</b>	<b>42.9</b>	<b>29.9</b>
<b>Public administration &amp; health</b>	<b>26.13</b>	<b>18.8</b>	<b>-15.6</b>	<b>14.6</b>	<b>25.1</b>	<b>25.4</b>
<b>Other services</b>	<b>31.17</b>	<b>-25.4</b>	<b>35.1</b>	<b>11.2</b>	<b>-1.8</b>	<b>23.7</b>
<b>Tourism-related*</b>	<b>29.79</b>	<b>7.1</b>	<b>11.1</b>	<b>17.6</b>		<b>-</b>

Source: Annual Business Inquiry

### Knowledge Based Economy

	<b>KIBS Change 2000-2006 (%)</b>		
	<b>Northumberland</b>	<b>North East</b>	<b>Great Britain</b>
<b>VAT-registered firms</b>	<b>25.2</b>	<b>25.7</b>	<b>10.7</b>
<b>Employees</b>	<b>35</b>	<b>27.9</b>	<b>10.7</b>

Source: Northumberland Economic Assessment

### Economic Activity and Self-Employment

	<b>Economically Active</b>		<b>Self-employed</b>	
	<b>(%)</b>	<b>Count</b>	<b>(%)</b>	<b>Count</b>
<b>North</b>	<b>63.4</b>	<b>40,157</b>	<b>16.2</b>	<b>6,505</b>
<b>South East</b>	<b>64.3</b>	<b>69,299</b>	<b>7.2</b>	<b>4,984</b>
<b>West</b>	<b>66.7</b>	<b>35,758</b>	<b>18.9</b>	<b>6,743</b>
<b>Northumberland</b>	<b>64.6</b>	<b>145,205</b>	<b>12.5</b>	<b>18,223</b>
<b>North East</b>	<b>61.3</b>	<b>1,122,922</b>	<b>8.6</b>	<b>96,482</b>
<b>England</b>	<b>66.9</b>	<b>23,756,707</b>	<b>12.4</b>	<b>2,954,988</b>

Source: Northumberland InfoNet

### Claimant Unemployment

	<b>Claimant Unemployment</b>	<b>Long-Term Claimant Rate</b>
<b>North</b>	<b>2.9%</b>	<b>11.2%</b>
<b>South East</b>	<b>5.2%</b>	<b>13.7%</b>
<b>West</b>	<b>2.6%</b>	<b>12.1%</b>
<b>Northumberland</b>	<b>3.9%</b>	<b>12.8%</b>



<b>North East</b>	<b>5.2%</b>	<b>16.4%</b>
<b>Great Britain</b>	<b>4.1%</b>	<b>16.6%</b>

Source: ONS Claimant Count

#### Job Vacancies

	<b>Live Unfilled Vacancies</b>	<b>No.of Claimant Unemployed</b>	<b>Unemployed / Vacancy Ratio</b>
<b>North Northumberland</b>	<b>451</b>	<b>1,829</b>	<b>4.1</b>
<b>South East Northumberland</b>	<b>311</b>	<b>4,599</b>	<b>14.8</b>
<b>West Northumberland</b>	<b>198</b>	<b>912</b>	<b>4.6</b>
<b>Northumberland County</b>	<b>960</b>	<b>7,340</b>	<b>7.6</b>
<b>North East</b>	<b>10,234</b>	<b>83,227</b>	<b>8.1</b>
<b>GB</b>	<b>244,241</b>	<b>1,512,278</b>	<b>6.2</b>

Source: JobCentre Plus Vacancies

#### Skills/Qualifications

	People with No Qualifications		People with Level 4/5 Qualifications	
	(%)	Count	(%)	Count
<b>North</b>	<b>30.6</b>	<b>19,371</b>	<b>20.1</b>	<b>12,751</b>
<b>South East</b>	<b>35.0</b>	<b>37,725</b>	<b>11.6</b>	<b>12,505</b>
<b>West</b>	<b>24.6</b>	<b>13,167</b>	<b>26.8</b>	<b>14,364</b>
<b>Northumberland</b>	<b>31.3</b>	<b>70,263</b>	<b>17.6</b>	<b>39,620</b>
<b>North East</b>	<b>34.7</b>	<b>635,896</b>	<b>15.0</b>	<b>274,205</b>
<b>England</b>	<b>28.9</b>	<b>10,251,674</b>	<b>19.9</b>	<b>7,072,052</b>

Source: Northumberland InfoNet

#### Earnings

	Workplace Based		Residence Based	
	<b>Gross Annual Salary</b>	<b>As a % of GB Average</b>	<b>Gross Annual Salary</b>	<b>As a % of GB Average</b>
<b>Northumberland</b>	<b>£17,590</b>	<b>82.1%</b>	<b>£19,573</b>	<b>91.2%</b>
<b>North East</b>	<b>£19,087</b>	<b>89.1%</b>	<b>£19,200</b>	<b>89.5%</b>
<b>Great Britain</b>	<b>£21,418</b>	<b>100.0%</b>	<b>£21,455</b>	<b>100.0%</b>

Source: Annual Survey of Hours and Earnings (2009)

	<b>Average Weekly Household Income (2004/5)</b>
<b>North</b>	<b>£541</b>
<b>South East</b>	<b>£492</b>
<b>West</b>	<b>£643</b>
<b>Northumberland</b>	<b>£541</b>
<b>North East</b>	<b>£490</b>

Source: Northumberland Economic Assessment



## Floorspace Statistics

### Stock of Floorspace (2008)

	Commercial Offices	Factories	Warehouses	Total
	Square metres (thousands)	Square metres (thousands)	Square metres (thousands)	Square metres (thousands)
<b>Durham</b>	<b>342</b>	<b>2,757</b>	<b>1,061</b>	<b>4,160</b>
<b>Gateshead</b>	<b>205</b>	<b>1,293</b>	<b>833</b>	<b>2,331</b>
<b>Northumberland</b>	<b>170</b>	<b>1,491</b>	<b>536</b>	<b>2,197</b>
<b>Newcastle</b>	<b>887</b>	<b>826</b>	<b>475</b>	<b>2,188</b>
<b>North Tyneside</b>	<b>323</b>	<b>906</b>	<b>366</b>	<b>1,595</b>
<b>Carlisle</b>	<b>118</b>	<b>524</b>	<b>520</b>	<b>1,162</b>
<b>Eden</b>	<b>46</b>	<b>255</b>	<b>150</b>	<b>451</b>

Source: Valuation Office Agency

	Commercial Offices	Factories	Warehouses	Total
	Square metres (thousands)	Square metres (thousands)	Square metres (thousands)	Square metres (thousands)
<b>North</b>	<b>79</b>	<b>321</b>	<b>202</b>	<b>602</b>
<b>South East</b>	<b>57</b>	<b>828</b>	<b>224</b>	<b>1,109</b>
<b>West</b>	<b>34</b>	<b>342</b>	<b>110</b>	<b>486</b>
<b>Northumberland</b>	<b>170</b>	<b>1,491</b>	<b>536</b>	<b>2,197</b>

Source: Valuation Office Agency

### Stock of Floorspace per 1,000 Population (2008)

	Commercial Offices (sq.m)	Factories (sq.m)	Warehouses (sq.m)	Total (sq.m)
<b>Northumberland</b>	<b>547</b>	<b>4,796</b>	<b>1,724</b>	<b>7,067</b>
<b>Durham</b>	<b>673</b>	<b>5,422</b>	<b>2,087</b>	<b>8,181</b>
<b>Gateshead</b>	<b>1,076</b>	<b>6,784</b>	<b>4,370</b>	<b>12,230</b>
<b>Newcastle</b>	<b>3,242</b>	<b>3,019</b>	<b>1,736</b>	<b>7,997</b>
<b>North Tyneside</b>	<b>1,637</b>	<b>4,592</b>	<b>1,855</b>	<b>8,084</b>
<b>Carlisle</b>	<b>1,138</b>	<b>5,053</b>	<b>5,014</b>	<b>11,205</b>
<b>Eden</b>	<b>886</b>	<b>4,913</b>	<b>289</b>	<b>6,089</b>

Source: Valuation Office Agency and ONS Mid-Year Population Estimates

	Commercial Offices (sq.m)	Factories (sq.m)	Warehouses (sq.m)	Total (sq.m)
<b>North</b>	<b>729</b>	<b>2,961</b>	<b>1,863</b>	<b>5,554</b>
<b>South East</b>	<b>399</b>	<b>5,790</b>	<b>1,566</b>	<b>7,755</b>
<b>West</b>	<b>571</b>	<b>5,748</b>	<b>1,849</b>	<b>8,168</b>
<b>Northumberland</b>	<b>547</b>	<b>4,796</b>	<b>1,724</b>	<b>7,067</b>
<b>North East</b>	<b>1,218</b>	<b>5,552</b>	<b>2,218</b>	<b>8,989</b>

Source: Valuation Office Agency and ONS Mid-Year Population Estimates



### Changes in Floorspace (1998-2008)

	Commercial Offices	Factories	Warehouses	Total
	Square metres (thousands)	Square metres (thousands)	Square metres (thousands)	Square metres (thousands)
<b>Durham</b>	<b>207</b>	<b>-62</b>	<b>240</b>	<b>385</b>
<b>Northumberland</b>	<b>91</b>	<b>144</b>	<b>136</b>	<b>371</b>
<b>North Tyneside</b>	<b>216</b>	<b>53</b>	<b>34</b>	<b>303</b>
<b>Carlisle</b>	<b>27</b>	<b>-9</b>	<b>161</b>	<b>179</b>
<b>Gateshead</b>	<b>55</b>	<b>-5</b>	<b>103</b>	<b>153</b>
<b>Eden</b>	<b>21</b>	<b>25</b>	<b>39</b>	<b>85</b>
<b>Newcastle</b>	<b>216</b>	<b>-177</b>	<b>-17</b>	<b>22</b>

Source: Valuation Office Agency

	Commercial Offices	Factories	Warehouses	Total
	Square metres (thousands)	Square metres (thousands)	Square metres (thousands)	Square metres (thousands)
<b>North</b>	<b>47</b>	<b>29</b>	<b>33</b>	<b>109</b>
<b>South East</b>	<b>27</b>	<b>101</b>	<b>77</b>	<b>205</b>
<b>West</b>	<b>17</b>	<b>14</b>	<b>26</b>	<b>57</b>
<b>Northumberland</b>	<b>91</b>	<b>144</b>	<b>136</b>	<b>371</b>

Source: Valuation Office Agency

### Gross Annual Take-Up of Employment Land

	Alnwick	Berwick	Blyth Valley	Castle Morpeth	Tynedale	Wansbeck	Northumberland
	(ha)	(ha)	(ha)	(ha)	(ha)	(ha)	(ha)
<b>2004-05</b>	<b>0.13</b>	<b>0.60</b>	<b>5.23</b>	<b>0.84</b>	<b>0.98</b>	<b>0.00</b>	<b>7.78</b>
<b>2005-06</b>	<b>1.30</b>	<b>0.82</b>	<b>2.72</b>	<b>0.84</b>	<b>0.98</b>	<b>2.55</b>	<b>9.20</b>
<b>2006-07</b>	<b>0.34</b>	<b>0.23</b>	<b>1.71</b>	<b>0.49</b>	<b>13.70</b>	<b>0.00</b>	<b>16.46</b>
<b>2007-08</b>	<b>1.93</b>	<b>0.04</b>	<b>1.26</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>3.22</b>
<b>2008-09</b>	<b>0.34</b>	<b>0.12</b>	<b>2.75</b>	<b>0.00</b>	<b>0.49</b>	<b>0.00</b>	<b>3.70</b>
<b>Total</b>	<b>4.04</b>	<b>1.81</b>	<b>13.66</b>	<b>2.17</b>	<b>16.15</b>	<b>2.55</b>	<b>40.38</b>

Source: Northumberland County Council

### Age of Premises

		Pre-1970	1970-79	1980-89	1990-99	2000-2010	No Date
<b>Office</b>	<b>North</b>	<b>37.6%</b>	<b>5.5%</b>	<b>16.7%</b>	<b>20.9%</b>	<b>19.2%</b>	<b>0.0%</b>
	<b>South East</b>	<b>26.5%</b>	<b>7.3%</b>	<b>16.2%</b>	<b>27.7%</b>	<b>21.0%</b>	<b>1.2%</b>
	<b>West</b>	<b>29.4%</b>	<b>2.9%</b>	<b>13.5%</b>	<b>19.4%</b>	<b>32.1%</b>	<b>2.7%</b>
	<b>Northumberland</b>	<b>31.8%</b>	<b>5.5%</b>	<b>15.7%</b>	<b>22.8%</b>	<b>23.1%</b>	<b>1.1%</b>
<b>Industrial</b>	<b>North</b>	<b>44.8%</b>	<b>12.2%</b>	<b>20.2%</b>	<b>12.8%</b>	<b>9.0%</b>	<b>1.0%</b>
	<b>South East</b>	<b>30.0%</b>	<b>11.1%</b>	<b>18.9%</b>	<b>11.4%</b>	<b>27.5%</b>	<b>1.1%</b>
	<b>West</b>	<b>43.2%</b>	<b>8.0%</b>	<b>26.3%</b>	<b>10.3%</b>	<b>7.4%</b>	<b>4.9%</b>



	<b>Northumberland</b>	<b>38.9%</b>	<b>10.9%</b>	<b>21.0%</b>	<b>11.7%</b>	<b>15.6%</b>	<b>1.9%</b>
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Source: Northumberland Property Data Service