

Ingenium Parc Statement of Community Engagement

Background

Ingenium Parc is identified as a strategic new employment site (for B1, B2 and B8 uses) comprising 40.8ha gross land / 28.9 Ha developable land in Darlington's Employment Land review (2009) and the Interim Planning position statement (2016). Ingenium Parc is a greenfield site situated between Salters Lane at the western end of the site and Alderman Best Way in the East. To the south of Darlington's Eastern Growth Zone, the site is adjoined by industrial, manufacturing and office uses and Maidendale Nature Reserve. Ingenium Parc is currently being masterplanned to unlock its development potential. This long term vision is spread across three distinct phases. The first phase will open up 11Ha developable land from 2019 onwards that once developed will create up to 1000 jobs by 2021. Proposed work as part of Phase 1 includes improvements to McMullen Road Roundabout, upgrades to Salter's Lane and the installation of infrastructure and services for initial development plots on the Ingenium Parc site.

Publicity

Prior to submitting an outline planning application Darlington Borough Council undertook a four week public consultation from to seek views on the outline masterplan and designs for Ingenium Parc. This included:

- Postal invitation to comment on the proposed development and attend a business consultation event for 203 businesses located in the Eastern Growth Zone including Morton Park, Morton Palms and Yarm Road (Appendix 1a and 1b);
- Postal invitation to comment on the proposed development and attend a public consultation event for residents located in 359 properties adjacent to (Firthmoor) and opposite to the proposed site in the Eastern Growth Zone (Appendix 2a and 2b);
- E-mail alert to the public consultation for all 50 Members in Darlington Borough (Appendix 3) including a development plan of the site and information on how to find out more about the consultation event and the proposed development;
- Ingenium Parc outline masterplan [webpage](#) within the environment and planning section on Darlington Borough Council's website. (Appendix 4);
- An Ingenium Parc outline masterplan and design leaflet that was available at the public and business consultation events (Appendix 5);
- A press release (Appendix 6) was issued on 29th August to BBC Tees, TFM, Heart, Global and Star Radio stations. BBC TV and Tyne Tees also received it as well as BBC Tees online. It was also sent to North East Connected, BDaily, Press Association, North News press agency, Newcastle Chronicle and BQ Live.
- The pre-app consultation event was publicised on Darlington Borough Council's Facebook page (Appendix 7)
- The pre-app consultation event was publicised on Darlington Borough Councils' Twitter account (Appendix 8)
- Outside formal consultation Key stakeholders including Natural England, Historic England and Friends of Maidendale Nature Reserve have been consulted during the development of the masterplan for the proposed development site.

All publicity provided consultees with access to a map of development and details of the proposal, along with guidance as to whom and by when people could make comments. The opportunity to find out more and discuss proposals further was also provided via invitation to two consultation events attended by relevant Council Officers (Economic Projects Project Manager, Head of Highway

Network Management, Built and Natural Environment Manager and Business Growth and Investment Officer):

- An Ingenium Parc public consultation event on Wednesday 13th September 2013 at Firthmoor Community Centre between 4pm-7pm;
- An ingenium Parc business consultation event on Thursday 14th September at Morrison Trust, Morton Park Business Training Centre between 4pm and 7pm;

The closing date for comments was 26th September 2017, twelve days after the final consultation event, 39 days after invitations were distributed and 37 days after press releases were issued.

Involving the public at events and exhibitions

Public consultation event

The public consultation event was held at Firthmoor Community Centre, located on Burnside Road, Darlington. The event took place on the ground floor and was accessed from the car park at the front of the building, which included accessible parking spaces, the event room was fully accessible and had accessible toilet facilities available. The Community Centre is central to residences in Firthmoor which are located adjacent to the proposed development site. The event took place on Wednesday 13th September between 4pm and 7pm, 17 days after the postal invitation to comment on the proposed development and attend the public consultation event was sent to local residents and 15 days after press releases were issued to the local press. The public consultation event was located and scheduled at this venue to ensure that it was as accessible to the desired audience as possible and did not inadvertently exclude anyone from attending.

The public consultation event displayed material showing site proposals, including an aerial view of the proposed development site (Appendix 9) and an outline masterplan and design leaflet (Appendix 5) which was made available to attendees as well as relevant officers being in attendance to provide additional information and feedback where requested. A comments form was provided to consultees to collect feedback and a feedback envelope was made available next to the display for consultees to submit any comments for consultation. Comments received have been used to feed into the masterplan process which has been used to inform cabinet and the Outline and detailed planning application for the site, wherever possible a written response has been given to each of the consultees.

9 members of the public attended the public consultation event and provided feedback laid out in the consultation event results below.

Business consultation event

The business consultation event was held at Morrison Trust, Morton Park Business Training Centre, Yarm Road, Darlington, DL1 4PJ. The event took place on the first floor and was accessed from the car park at the front of the building, which included accessible parking spaces, the event room was fully accessible and had accessible toilet facilities available. The business training centre is central to businesses located on Yarm Road, Morton Palms and Morton Park which border the proposed development site. The event took place on Thursday 14th September between 4pm and 7pm, 18 days after the postal invitation to comment on the proposed development and attend the public consultation event was sent to local residents and 16 days after press releases were issued to the local press. The business consultation event was located and scheduled at this venue to ensure that

it was as accessible to the desired audience as possible and did not inadvertently exclude anyone from attending.

The business consultation event displayed material showing site proposals, including an aerial view of the proposed development site(Appendix 9) and an outline masterplan and design leaflet (Appendix 5) which was made available to attendees as well as relevant officers being in attendance to provide additional information and feedback where requested. A comments form was provided to consultees to collect feedback and a feedback envelope was made available next to the display for consultees to submit any comments for consultation. Comments received have been used to feed into the masterplan process which has been used to inform cabinet and the Outline and detailed planning application for the site, wherever possible a written response has been given to each of the consultees.

Two business representatives from Cummins and the Disclosure and Barring Service attended the business consultation and provided feedback laid out in the consultation event results below.

Contacting community representatives and others

All Fifty borough councillors were informed of the pre-app consultation for the proposed development site at Ingenium Parc via Postal alert (appendix3) which contained information on the site and how to find out more about the proposed development and the consultation exercise;

Outside formal consultation Key stakeholders including Natural England, Historic England and Friends of Maidendale Nature Reserve have been consulted during the development of the masterplan for the proposed development site, some of which have provided feedback laid out in the consultation event results below.

No community or residents' steering groups have been established in response to the proposed development site.

<u>Issue</u>	<u>Details</u>	<u>Response</u>
Highways	<p>Yarm Road, McMullen Road, Yarm Road Roundabout and Morton Park:</p> <p>Traffic congestion:</p> <ul style="list-style-type: none"> • Additional traffic from the new housing at McMullen Road and an increased use of the retail park at Yarm road has exacerbated traffic congestion in the area which needs to be addressed. • The establishment of a connection between Lingfield Way and the B6279 could ease congestion in the area. • The development of a new road from Morton Park to the A66 could ease traffic coming in and out of the proposed development site. • A bypass from the site to relieve traffic at Morton Park could be beneficial. • The size of the roundabout could be reduced to incorporate two lanes that may ease congestion and maintain access to local shops at Yarm Road Roundabout. • A new turn off on the A1 could be beneficial to get from West Park to the A66 and ease congestion on routes to and from the proposed development site. • Widening the single lane tunnel under the railway on Geneva road to ease town centre traffic could alleviate congestion. 	<p>There are a number of highway improvements proposed in the next 2 years that will mitigate many of the concerns raised regarding congestion on the A66 Strategic Road Network and the Local Road Network. The proposed improvements include:-</p> <ul style="list-style-type: none"> • A £0.5m. improvement to Morton Palms A66 roundabout. This is funded and will be designed and delivered by Highways England and is programmed to be constructed in the 2018/2019 financial year. The scheme provides a third lane between the Morrisons roundabout and A66 Morton Palms roundabout which will both increase the capacity of that arm of the roundabout and hopefully avoid some of the poor lane discipline that some drivers display. The inbound A67 leg of the roundabout will have an extended two lane approach. • A new link road from the end of Lingfield Way to the Eastern Transport corridor is proposed as part of a potential development. It is anticipated that this road will be in place by June 2019. This will have significant benefits as it will enable traffic to avoid the A66 Morton Palms roundabout altogether. It will also relieve McMullen Road as it will act as a parallel route. • We propose to start work on an improvement scheme at McMullen Road/Yarm Road roundabout which will be complete by April 2019. This will provide two lane approaches to all legs of the roundabout apart from Yarm Road Retail Park and widen the circulatory lane enable two lane movement around the roundabout. • A traffic signal controlled junction at Lingfield Way/Yarm Road is proposed and should be completed by the end of 2019. The scheme incorporates the widening of Lingfield Way on the approach to the junction to create a 2 lane approach, the provision of pedestrian

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		<p>crossing phases within the junction and a new cycle route along Lingfield Way.</p> <ul style="list-style-type: none"> • We also propose to convert the Eastern Transport Corridor “Throughabout” to a conventional roundabout. This will be completed by the end of March 2020. <p>The above improvements are funded national, local and developer funds and have been traffic modelled and show significant benefits in terms reducing delay.</p> <p>In the medium term it is likely that capacity improvements at A66 Little Burdon roundabout will be provided from developer contributions with the longer term solution being dualling of the A66 from Morton Palms to Little Burdon roundabout. This will require significant investment by Highways England.</p> <p>The development will be likely to include triggers that will require certain infrastructure investments prior to the commencement of some of the latter phases. This will need to be agreed with Highways England subject to the detailed consideration of the supporting Transport Assessment.</p> <p>The Council are also promoting a scheme to provide a new northern route to the north east of Darlington linking A66 Little Burdon roundabout with the A1 Junction 59.</p> <p>Other suggested improvements such as a new access onto the A66 and widening of Geneva Road (Parkside) Rail Overbridge are not considered feasible at this point. Access onto the A66 is restricted to maintain the function and efficiency of the Strategic Road Network and it is unlikely that HE will agree to another access point onto their network. The Parkside Tunnel is under both the Saltburn Line and East Coast Main Line and the cost of track possessions and the cost of the engineering solution will be likely to</p>

<u>Issue</u>	<u>Details</u>	<u>Response</u>
	<p>Pedestrian access:</p> <ul style="list-style-type: none"> • The height of Yarm Road roundabout could be reduced to improve visibility for pedestrians crossing near the proposed development site. • The pedestrian crossing at the entrance of Darlington Retail Park could be improved to make pedestrian access easier <p>LGV/HGV access:</p> <ul style="list-style-type: none"> • Difficulties engaging Yarm Road Roundabout for long vehicles need to be addressed. <p>Parking:</p> <ul style="list-style-type: none"> • There is a need for a Lorry park on Salters Lane to ease lorry parking down Salters Lane. • The parking prevention measures on the corner of Yarm Road/McMullen Road need to be improved to enable pedestrians to pass more easily. <p>Road condition:</p> <ul style="list-style-type: none"> • Salters Lane needs to be resurfaced 	<p>be excessive particularly in terms of the anticipated benefits.</p> <p>This will be addressed in the detailed design for the McMullen Road/Yarm Road roundabout improvement scheme.</p> <p>We will consider this in the detailed design for the McMullen Road/Yarm Road roundabout improvement scheme.</p> <p>This will be addressed in the detailed design for the McMullen Road/Yarm Road roundabout improvement scheme. The roundabout will be designed to accommodate articulated vehicles.</p> <p>It will be a requirement that all new developments will have sufficient parking and servicing provision to accommodate all of the vehicles that they attract including delivery vehicles. The existing HGV parking relates to Cummins and we are discussing alternative of street parking options with them.</p> <p>This will be addressed in the detailed design for the McMullen Road/Yarm Road roundabout improvement scheme.</p> <p>We will consider this in the detailed design for the McMullen Road/Yarm Road roundabout improvement scheme. The road is sound but we may replace the wearing course.</p>

<u>Issue</u>	<u>Details</u>	<u>Response</u>
	<ul style="list-style-type: none"> Lorries are damaging the road near the roundabout on Yarm Road and repairs are required. <p>Disruption during development:</p> <ul style="list-style-type: none"> Discussions relating to any disruption on Yarm Road Roundabout need to take place with local businesses to prevent disruption to business activities. 	<p>This will be addressed in the detailed design for the McMullen Road/Yarm Road roundabout improvement scheme.</p> <p>This will be addressed in the detailed design for the McMullen Road/Yarm Road roundabout improvement scheme. We have identified that a phasing plan is required to reduce the potential impact on traffic flow. Some disruption is however inevitable.</p>
Sustainable Transport	<p>Bus:</p> <ul style="list-style-type: none"> The bus stop at St Herbert's was highlighted as a concern (It was not specified if this was due to the proximity to the site, the services that run to and from here or the current condition of the bus stop). 	<p>Previously a bus stop was located on the roundabout. This caused safety issues for cars circulating on the roundabout. The nearest stop on Yarm Road is now near St. Herberts church for the service 2. We did try to implement a stop closer to Salters Lane but there were a number of objections and the proposal was not taken further. A stop was installed on McMullen Road approximately 100m from Yarm Road roundabout.</p>
Rail Infrastructure	<p>Rail:</p> <ul style="list-style-type: none"> The proposed development site has the potential for a rail link, however, this site is not conducive for rail transport due to infrastructure constraints including capacity, rail crossings and market access. 	<p>It is not considered that there will be sufficient usage of a rail halt to justify the cost of constructing one or the delay caused to rail services by the need to slow down and stop. The development of Darlington Station will enable more frequent services on the Saltburn line by reducing time delays for the services crossing the East Coast Mainline. An additional station on the line may put at risk this higher frequency service due to the need to stop at an additional station.</p>
Natural and Built Environment	<p>Wildlife and habitat:</p> <ul style="list-style-type: none"> Development of the proposed site may have a detrimental impact on the wildlife and habitat which complements the Maidendale Nature 	<p>The development site will effectively provide a doubling in size of the existing nature reserve, with full connectivity, complementing the current north south aligned site, with an east west extension. The site will also protect significant</p>

<u>Issue</u>	<u>Details</u>	<u>Response</u>
	<p>Reserve. Concerns relating to the loss of green area will put the local nature reserve at risk of becoming too small and isolated and may make it difficult for wildlife to feed, disperse, migrate, reproduce and move between designated spaces.</p> <ul style="list-style-type: none"> • Development of the proposed site poses habitat loss for red and amber bird species and rare butterflies. • Development at the proposed site is contrary to Darlington Borough Council’s policy CS15: Protecting and Enhancing Biodiversity and Geodiversity. • Development of the proposed site is contrary to NPPF section 118. • Development of the proposed site is contrary to the Interim Planning Position Statement 2016, Figure 3 which identifies a protected and enhanced local nature reserve, biodiversity and trees as a key programme outcome. • There is an absence of wildlife encouragement measures (nest boxes, ponds, planting, wall cavities etc) in the proposal. • Concerns were expressed regarding the availability of sufficient Council and/or developer 	<p>areas of the best habitat and enhance the poorer areas. This will result in a more robust habitat/site and increase in protected species populations.</p> <p>No rare butterflies have been recorded. Significant areas of breeding bird habitat have been retained, improved or recreated within mitigation area and Suds features.</p> <p>The site does not contain any land designated within point 1 of Policy CS15. Whilst the development of any greenfield site will involve some loss of habitats, this needs to be balanced against economic benefits and mitigation measure which can be introduced. This is a planning decision.</p> <p>This is a planning decision.</p> <p>The Interim Planning Policy Statement is not part of the Statutory Development Plan and therefore carries little weight. As mentioned above any planning decision has to a balanced consideration weighing any benefits against any potential harm. There are measure of mitigation which can offset any potential harm to Biodiversity .</p> <p>This will be addressed in the mitigation Strategy and Design Guide.</p> <p>The full hierarchy and offsetting principles are being followed and will be implemented to best practice standards.</p>

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	<p>resource to effectively manage Biodiversity offsetting, which is controversial, should be used as a last resort and managed and implemented carefully.</p> <ul style="list-style-type: none"> • To protect wildlife and habitat the furthest part of the proposed development site from Maidendale Nature reserve could be developed first. • Noise, light pollution and disturbance may make the local nature reserve less attractive to wildlife. <p>Green spaces:</p> <ul style="list-style-type: none"> • The proposed development site reduces green spaces in the borough and is contrary to Contrary to Darlington Borough Council's Policy CS17: Delivering a multifunctional Green Infrastructure Network . • Development at the proposed site is contrary to paragraph 109 of NPPF. • The narrow strip of land allocated as nature reserve between new housing estate at Firthmoor and Cleveland Bridge does not sufficiently protect or enhance the separation and intrinsic qualities of openness between settlements and neighbourhoods. 	<p>This would be desirable ecologically, as this area is less sensitive. However, the development potential for the site is maximised by installing enabling infrastructure that releases the greatest amount of employment land, which can be achieved most effectively at Salters Lane.</p> <p>The Impact of noise, pollution and other disturbances have been managed within the design code of masterplan.</p> <p>Planning policy</p> <p>This is a planning decision.</p> <p>The area set aside for mitigation is appropriate to offset the proposed development and should also not be seen in isolation. Throughout the development SUDS, verges, trees and habitat creation schemes within individual plots will complement this area, which will be enhanced and provide improvements over its current ecological potential.</p>

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	<p>Landscape:</p> <ul style="list-style-type: none"> • Development at the proposed site may have a negative impact on the landscape of the area and as such buildings and landscaping should be sensitive to this and the nature conservation interest in the area, both flora and fauna. • A concern was raised regarding the height of land and buildings at the proposed development site. • A concern was raised regarding the risk mitigation for flooding and silage water run-off . 	<p>The buildings are to be designed, and reference is made to this in the masterplan, to have a limited palette of materials with enhanced quality on the front elevations and where ancillary offices etc. are to be located.</p> <p>The heights of buildings will be limited to ensure that impacts on the landscape and the setting of the listed building are minimised.</p> <p>This will be addressed in the Drainage Strategy.</p>
Environmental Health	<p>Air quality:</p> <ul style="list-style-type: none"> • With potential increased traffic congestion resulting from the development there is a concern that there may also be a deterioration in air quality caused by fumes from vehicles (including large and heavy vehicles). <p>Noise:</p> <ul style="list-style-type: none"> • Similarly there is the potential for increased noise from traffic (including large and heavy vehicles) if development takes place at the site. 	<p>Air quality will be assessed as an addendum to the Transport Assessment.</p> <p>The site has been designed to ensure that the positioning of service yards, external plant and large vehicle movements to the rear of buildings will mitigate noise levels.</p>
Anti-social behaviour	<ul style="list-style-type: none"> • Off road bikes use this site and may move onto Maidendale nature reserve or the sports fields at Firthmoor, making it dangerous for people using the site for leisure purposes. Mitigation for this could include fencing. • Salters Lane is being used as conveniences which 	<p>This can be included as part of the detailed design for the new link road.</p> <p>The Council are considering options to place yellow lines on Salters Lane to</p>

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	<p>needs to be addressed.</p> <ul style="list-style-type: none"> Noise, light pollution and disturbance may make the local nature reserve less attractive to wildlife and may encourage anti-social behaviour to be concentrated on the reserve leading to a direct conflict with people using the site for leisure purposes. 	<p>avoid overnight HGV parking which is the main cause of the nuisance.</p> <p>The Impact of noise, pollution and other disturbances have been managed within the design code of masterplan.</p>
Planning designation	<ul style="list-style-type: none"> There is no identified demand for light industry in this area. The proposed end use could be served through vacant light industrial units at Yarm Road, Morton Park and Banks Road and Faverdale. An over-supply of industrial units could result in empty or under-utilised development plots. The site's classification as brownfield does not reflect the countryside location of the proposed development site. 	<p>Over the last 2 years there has been a well evidenced strong and sustained demand for a wide range of light industrial requirements within Darlington, and in particular within this key economic area of Darlington – these requirements range in size from a single 15 – 20 acre warehousing/industrial requirements, 50,000 – 100,000sq ft unit; 45,000 – 80,000sq ft industrial requirement; 35,000 – 60,000sq ft of industrial space with offices down to smaller scale requirements of 1,000 – 5,000sq ft and 5,000 – 20,000sq ft units.</p> <p>The majority of industrial premises within Darlington comprise of 200sqm and below with a strong predomination of premises being away from the modern industrial locations situation on the edge of town. Ingenium Parc presents an opportunity to cater for larger floorplates within a prime location taking advantage of its close proximity to the A66.</p> <p>Vacancy rates in Darlington are modest when compared against neighbouring competing locations and estates on the eastern side of Darlington are typically in greatest demand.</p> <p>The site is not classified as brownfield land.</p>

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Procurement	<ul style="list-style-type: none"><li data-bbox="443 236 1077 336">• The potential for opportunities for local main contractors to partner with the council as part of the development should be considered.	Darlington Borough Council are the main contractors for the site and will adhere to standard procurement routes for any works that cannot be completed internally. The council will work with and support employers to maximise local employment and training opportunities from new developments.

Conclusion

The pre-application consultation followed the requirements set out in Planning Guidance Note No.14: Submitting a Significant Planning Application: Guidelines on Pre-application Consultations. There was no criticism by groups or individuals about the process we used to consult.

The pre-application consultation process resulted in thirteen comments from members of the community, one comment from a local business, and four comments from conservation groups. Where appropriate and as set out in this report, we've reflected the comments in our planning submission. The final planning application submitted to Darlington Borough Council is the culmination of the input of specialist technical consultants and the responses of those consulted through the pre-application consultation process. This has allowed Darlington Borough Council to present a planning application proposal most likely to address concerns and issues that could be raised during the determination of the application.

Appendices

Appendix 1a: Postal invitation to comment on the proposed development and attend a business consultation event for 203 businesses located in the Eastern Growth Zone including Morton Park, Morton Palms and Yarm Road

Appendix 1b: List of properties contacted

Appendix 2a: Postal invitation to comment on the proposed development and attend a public consultation event for residents located in 359 properties adjacent to (Firthmoor) and opposite to the proposed site in the Eastern Growth Zone

Appendix 2b: List of businesses contacted

Appendix 3: E-mail alert to the public consultation for all 50 Members in Darlington Borough

Appendix 4: Ingenium Parc outline masterplan [webpage](#) within the environment and planning section on Darlington Borough Council's website.

Appendix 5: An Ingenium Parc outline masterplan and design leaflet that was available at the public and business consultation events

Appendix 6: Darlington Borough Council press release: Views invited on major business development site in Darlington

Appendix 7: Post to Darlington Borough Council's Facebook page

Appendix 8: Darlington Borough Council's Twitter account

Appendix 9: Aerial view of the proposed development site