

## Appendix 4 Retained Employment Sites Assessment

<b>Ref: 13</b>	<b>Site Name:</b> Albion Row	<b>Area:</b> 1ha
<b>Description:</b> Also includes Byker Development Centre and St Michael's Workshops. Good quality, low cost workshop and office units to people starting up business.		
<b>Market Attractiveness Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>1) Physical condition</b>	Reasonably, popular, low cost workshops and office accommodation.	4
<b>2) Levels of occupancy</b>	Albion Row managed by NCC Property Services. Several vacant units.	3
<b>3) Accessibility, servicing &amp; circulation</b>	Access, servicing and circulation is all good.	4
<b>4) Constraining land uses</b>	Adjacent to residential.	3
<b>5) Access to the strategic road network</b>	Access to Central Motorway via City Road.	3
<b>Sustainability Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>6) Public transport accessibility</b>	201,665 economically active people within 30 minutes of site by public transport. Grade A.	5
<b>7) Social development</b>	Site within an SOA which is within either the most 10% or 20% socially and economically deprived in England.	5

<b>8) Employment Deprivation</b>	Employment deprivation domain (most deprive 5/ least deprived 1)	5
<b>9) Regeneration policy</b>	Site lies within a Strategic Commission Area	5
<b>10) Environmental constraints</b>	Wildlife corridor to the north. Protected open space to the south.	3
<b>Other considerations:</b> Primarily B1 & B2 uses. (3)		
<b>Redevelopment/improvement potential:</b> Refurbishment will be required in the future. (3)		
<b>Conclusions:</b> Retain, potential to consolidate Albion Row, Hoult's Yard and Riverside East into a single allocation going forward.		

(Scoring: 5 = best, 1 = worst)

<b>TOTAL SCORE</b>	46
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<b>Ref:</b> 14	<b>Site Name:</b> Armstrong Industrial Estate	<b>Area:</b> 3.42ha
<b>Description:</b> The estate comprises a number of terraced high quality business units constructed over a single storey steel portal frame construction under pitched metal decked roofs.		
<b>Market Attractiveness Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>1) Physical condition</b>	Modern affordable units in average condition.	Average: 3
<b>2) Levels of occupancy</b>	High number of voids, being actively marketed.	2
<b>3) Accessibility, servicing &amp; circulation</b>	Access through Business Park. Servicing and circulation are good.	4
<b>4) Constraining land uses</b>	Newcastle Business Park to the north and west, River Tyne to the south.	3
<b>5) Access to the strategic road network</b>	Via Scotswood Road A695	5
<b>Sustainability Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>6) Public transport accessibility</b>	172,894 economically active people within 30 minutes of site by public transport. Grade A.	5
<b>7) Social development</b>	Site within an SOA which is within either the most 10% or 20% socially and economically deprived in England.	5

<b>8) Employment Deprivation</b>	Employment deprivation domain (most deprive 5/ least deprived 1)	5
<b>9) Regeneration policy</b>	The site lies within an area of Strategic change	5
<b>10) Environmental constraints</b>	Wildlife corridor abuts northern boundary.	4
<b>Other considerations:</b> The site suffers as there is no frontage onto Scotswood Road. (3)		
<b>Redevelopment/improvement potential:</b> Potential refurbishment in the longer term. (3)		
<b>Conclusions:</b> Evidence suggests that smaller units have suffered the most as a result of the recession. It is anticipated that floorspace will be taken when the market returns, as although the site has no frontage onto Scotswood Road it benefits from the agglomeration of similar users along Scotswood Road and the Business Park. Retain.		

(Scoring: 5 = best, 1 = worst)

<b>TOTAL SCORE</b>	47
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<b>Ref: 15</b>	<b>Site Name:</b> Bells Close Industrial Estate	<b>Area:</b> 4.05 ha
<b>Description:</b> Bells Close Industrial Estate comprises a number of pitched roofed, single storey units constructed of brick and blockwork cavity walls.		
<b>Market Attractiveness Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>1) Physical condition</b>	Average condition.	Average: 3
<b>2) Levels of occupancy</b>	Moderate.	3
<b>3) Accessibility, servicing &amp; circulation</b>	Good access from Scotswood Road. Servicing and circulation are average.	3
<b>4) Constraining land uses</b>	Residential to the western boundary.	3
<b>5) Access to the strategic road network</b>	Bells Close Industrial Estate is strategically located off Scotswood Road approximately 4 miles to the West of Newcastle City Centre and within ½ mile of the Newcastle A1 Western Bypass.	4
<b>Sustainability Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>6) Public transport accessibility</b>	115,147 economically active people within 30 minutes of site by public transport. Grade B.	4
<b>7) Social development</b>	Site is not within an SOA which is within either the most 10% or 20% socially and economically deprived in England.	2

<b>8) Employment Deprivation</b>	Employment deprivation domain 50-60%	3
<b>9) Regeneration policy</b>	The site is located within a Strategic Area of Change.	4
<b>10) Environmental constraints</b>	Wildlife corridor running across the north of the site which is adjacent to allocated open space.	2
<b>Other considerations:</b> The site benefits from a prominent location, fronting Scotswood Road. (3)		
<b>Redevelopment/improvement potential:</b> Potential refurbishment in the longer term. (3)		
<b>Conclusions:</b> Retain		

(Scoring: 5 = best, 1 = worst)

<b>TOTAL SCORE</b>	37
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<b>Ref:</b> 16	<b>Site Name:</b> Brough Parkway Industrial Estate	<b>Area:</b> 3.00ha
<b>Description:</b> Modern industrial units, adjacent to the City Stadium.		
<b>Market Attractiveness Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>1) Physical condition</b>	Steel framed construction, mainly modern and in good condition.	4
<b>2) Levels of occupancy</b>	High level of voids being actively marketed by Whittle Jones and the Northern Trust Incentives and flexible terms available.	5
<b>3) Accessibility, servicing &amp; circulation</b>	Good, designed with the end user in mind.	4
<b>4) Constraining land uses</b>	A1 abuts site.	3
<b>5) Access to the strategic road network</b>	Excellent access to the A1.	3
<b>Sustainability Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>6) Public transport accessibility</b>	129,307 economically active within 30 minutes of site by public transport.	Good: Accessibility: Grade A (5)
<b>7) Social development</b>	Site within an SOA which is within either the most 10% or 20% socially and economically deprived in England	5
<b>8) Employment Deprivation</b>	Employment deprivation domain (most deprive 5/ least deprived 1)	5

<b>9) Regeneration policy</b>	The site is located in a Strategic Commission Area.	4
<b>10) Environmental constraints</b>	Open space to the south west. Site of archaeological interest to the north.	2
<b>Other considerations:</b> Popular and affordable units. (3)		
<b>Redevelopment/improvement potential:</b> The site is part of the Fossway. There is potential for redevelopment of the site as part of the wider Fossway Development Area. The site should be retained for employment use. Redevelopment would have to be comprehensive and take into account the relationship between nearby sites. (2)		
<b>Conclusions:</b> Retain		

(Scoring: 5 = best, 1 = worst)

<b>TOTAL SCORE</b>	45
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<b>Ref:</b> 17	<b>Site Name:</b> Brunswick Industrial Estate	<b>Area:</b> 19.59ha
<b>Description:</b> Brunswick Industrial Estate comprises a number of terraced industrial/warehouse units of steel portal framed construction. Some units have ancillary office accommodation.		
<b>Market Attractiveness Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>1) Physical condition</b>	Modern single storey steel framed unit with brick built cavity walls.	Good (5)
<b>2) Levels of occupancy</b>	Average number of voids being marketed through Property Services (unit 7) amongst others. All but one unit at Ruby Park is available.  Occupiers on the estate include companies involved in haulage, those allied to the building trade and warehousing.	2
<b>3) Accessibility, servicing &amp; circulation</b>	Access, servicing and circulation are good.	4
<b>4) Constraining land uses</b>	Abuts green belt and residential development. Telecommunications mast on site.	2
<b>5) Access to the strategic road network</b>	½ a mile to the west of Brunswick Village and 5 miles north of Newcastle City Centre.	3
<b>Sustainability Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>

<b>6) Public transport accessibility</b>	49,349 economically active people within 30 minutes of site by public transport.	Below Average: Grade D (2)
<b>7) Social development</b>	Site is not within an SOA which is within either the most 10% or 20% socially and economically deprived in England.	3
<b>8) Employment Deprivation</b>	Employment deprivation domain (most deprive 5/ least deprived 1)	5
<b>9) Regeneration policy</b>	The site is not located within a Strategic Commission Area.	3
<b>10) Environmental constraints</b>	Bordered by green belt on all but the east side. Adjacent to site of archaeological Interest.	2
<b>Other considerations:</b> There is a relatively high number of vacancies on site. (2)		
<b>Redevelopment/improvement potential:</b> DAP allocation Site West of Ruby Park remains undeveloped. This site will be allocated in the emerging DAP. (3)		
<b>Conclusions:</b> Retain.		

(Scoring: 5 = best, 1 = worst)

<b>TOTAL SCORE</b>	36
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<b>Ref:</b> 18	<b>Site Name:</b> Fawdon Industrial Estate	<b>Area:</b> 17.85ha
<b>Description:</b> Large industrial units surrounded by residential development.		
<b>Market Attractiveness Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>1) Physical condition</b>	Modern industrial units.	Average (3)
<b>2) Levels of occupancy</b>	Fully occupied by nationals.	5
<b>3) Accessibility, servicing &amp; circulation</b>	Good accessibility albeit through a residential area.	3
<b>4) Constraining land uses</b>	Metro line runs along the northern boundary. Surrounded by residential.	2
<b>5) Access to the strategic road network</b>	Access to A1, via Kingston Park.	2
<b>Sustainability Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>6) Public transport accessibility</b>	95,612 economically active people within 30 minutes of site by public transport.	Average: Accessibility Grade B (4)
<b>7) Social development</b>	Site within an SOA which is within either the most 10% or 20% socially and economically deprived in England.	4
<b>8) Employment Deprivation</b>	Employment deprivation domain (most deprive 5/ least deprived 1)	5
<b>9) Regeneration policy</b>	The site is located within a Strategic Commission Area.	5

<b>10) Environmental constraints</b>	Wildlife corridor runs through the site.	3
<b>Other considerations:</b> Existing occupiers are 'bad neighbour' uses within the context of the surrounding residential area. (2)		
<b>Redevelopment/improvement potential:</b> Site is surrounded by residential uses. It could be redeveloped for other more appropriate users, when existing occupiers move on, although this may be in the long term. (2)		
<b>Conclusions:</b> Retain		

(Scoring: 5 = best, 1 = worst)

<b>TOTAL SCORE</b>	40
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<b>Ref:</b> 19	<b>Site Name:</b> Hoult's Yard	<b>Area:</b> 6.69ha
<b>Description:</b> 19th century industrial area, converted and updated for various SMEs, part of Ouseburn Regeneration Area.		
<b>Market Attractiveness Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>1) Physical condition</b>	Modern and refurbished SME accommodation.	Above Average: 4
<b>2) Levels of occupancy</b>	Good, although there are some voids.	3
<b>3) Accessibility, servicing &amp; circulation</b>	Good access. Servicing and circulation aimed at light users.	3
<b>4) Constraining land uses</b>	Residential to the western boundary.	3
<b>5) Access to the strategic road network</b>	Access to Central Motorway via City Road.	3
<b>Sustainability Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>6) Public transport accessibility</b>	149574 economically active people within 30 minutes of site by public transport.	Good: Accessibility Grade A (5)
<b>7) Social development</b>	Site within an SOA which is within either the most 10% or 20% socially and economically deprived in England	5
<b>8) Employment Deprivation</b>	Employment deprivation domain (most deprived 5/ least deprived 1)	5
<b>9) Regeneration policy</b>	The site lies within a Strategic Area if Change.	5
<b>10) Environmental constraints</b>	Protected open space to the west.	3

<b>Other considerations:</b> Popular site for creative and digital industries. (4)
<b>Redevelopment/improvement potential:</b> Trading well in its current format. (4)
<b>Conclusions:</b> Retain, potential to consolidate Albion Row, Hoult's Yard and Riverside East into a single allocation going forward.

(Scoring: 5 = best, 1 = worst)

<b>TOTAL SCORE</b>	47
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<b>Ref:</b> 20	<b>Site Name:</b> Industry Road	<b>Area:</b> 6.08ha
<b>Description:</b> General modern employment area, combination of modern steel portal frame units and refurbished brick built factory space.		
<b>Market Attractiveness Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>1) Physical condition</b>	Above average light industrial floorspace in a sought after location.	Above Average: 4
<b>2) Levels of occupancy</b>	Popular, modern industrial estate, 5 vacant units. Number of trade counter uses and also a car dealership. Some voids being actively marketed.	4
<b>3) Accessibility, servicing &amp; circulation</b>	Prominent access from the Coast Road.	4
<b>4) Constraining land uses</b>	Adjacent to railway	3
<b>5) Access to the strategic road network</b>	Adjacent to the Benfield Road turn off from the A1058.	4
<b>Sustainability Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>6) Public transport accessibility</b>	186,817 + economically active people within 30 minutes of site by public transport.	Good: Accessibility Grade A (5)
<b>7) Social development</b>	Site is not within an SOA which is within either the most 10% or 20% socially and economically deprived in England	2
<b>8) Employment Deprivation</b>	Employment deprivation domain (most deprive 5/ least deprived 1)	2

<b>9) Regeneration policy</b>	The site is not located within a Strategic Area of Change.	3
<b>10) Environmental constraints</b>	Wildlife corridor on the eastern boundary,	3
<b>Other considerations:</b> Site lies on edge of Newcastle City's boundary. (3)		
<b>Redevelopment/improvement potential:</b> Site could be refurbished in the future to maintain standards and accordingly popularity. (3)		
<b>Conclusions:</b> Retain.		

(Scoring: 5 = best, 1 = worst)

<b>TOTAL SCORE</b>	43
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<b>Ref:</b> 21	<b>Site Name:</b> Mill Lane Industrial Estate/Lynwood Development Centre	<b>Area:</b> 1.52ha
<b>Description:</b> Low cost workshop and office units to people starting up business. 100 – 2,000 sq.ft.		
<b>Market Attractiveness Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>1) Physical condition</b>	Poor in need of refurbishment.	1
<b>2) Levels of occupancy</b>	Managed by Newcastle City Council, Property Services. No vacancies at Mill Lane and 2 empty units at Lynwood (units 3 and 4).	4
<b>3) Accessibility, servicing &amp; circulation</b>	Poor access, servicing and circulation.	2
<b>4) Constraining land uses</b>	Located in residential area with allocated allotment gardens adjacent to the south.	2
<b>5) Access to the strategic road network</b>	Via Westgate Road.	3
<b>Sustainability Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>6) Public transport accessibility</b>	1741061 + economically active people within 30 minutes of site by public transport.	Good: Accessibility Grade A (5)
<b>7) Social development</b>	Site is within an SOA which is within either the most 10% or 20% socially and economically deprived in England	5
<b>8) Employment Deprivation</b>	Employment deprivation domain (most deprive 5/ least deprived 1)	5

<b>9) Regeneration policy</b>	The site is located within a Strategic Commission Area.	5
<b>10) Environmental constraints</b>	Allocated allotment gardens adjacent to the south.	3
<b>Other considerations:</b> Popular and affordable units in an accessible location. (4)		
<b>Redevelopment/improvement potential:</b> Site is beginning to show signs of wear and tear. (4)		
<b>Conclusions:</b> Retain.		

(Scoring: 5 = best, 1 = worst)

<b>TOTAL SCORE</b>	43
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<b>Ref: 22</b>	<b>Site Name:</b> Newburn Haugh Industrial Estate	<b>Area:</b> 7.49ha
<b>Description:</b> Single storey steel frame units with brick infill cavity walls		
<b>Market Attractiveness Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>1) Physical condition</b>	Good condition with sites showing a high level of maintenance - apart from 2 showing signs of decay and poor maintenance.	Good 4
<b>2) Levels of occupancy</b>	Estate currently has 8 visible voids on the site that are being marketed – predominantly smaller units available on the estate.	Fair 2
<b>3) Accessibility, servicing &amp; circulation</b>	Good access, servicing and circulation. Ample supply of parking and large roads easy for access by HGVs.	4
<b>4) Constraining land uses</b>	Concrete plant beyond southern boundary. Designated open space and SNIC to the western boundary.	1
<b>5) Access to the strategic road network</b>	Access via Riversdale Way. However, this estate is far from the city centre and main roads.	2

<b>Sustainability Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>6) Public transport accessibility</b>	81,964 economically active people within 30 minutes of site by public transport. Grade C.	3
<b>7) Social development</b>	Site is not within an SOA which is within either the most 10% or 20% socially and economically deprived in England	2
<b>8) Employment Deprivation</b>	Employment deprivation domain (most deprive 5/ least deprived 1)	3
<b>9) Regeneration policy</b>	The site is not located within a Regeneration Growth Area	2
<b>10) Environmental constraints</b>	Designated open space and an SLCI to the western boundary with a wildlife corridor running through it. An area of archaeological interest and a Grade II* listed building exist on the site.	1
<b>Other considerations:</b> Affordable accommodation (2)		
<b>Redevelopment/improvement potential:</b> Potential to redefine and consolidate with Newburn Industrial Estate. There is potential for comprehensive redevelopment of the site in the long term.		
<b>Conclusions:</b> site supports existing employment uses. The east of the site does not merit retention as it is vacant and subject to significant constraints. Retain with boundary changes.		

(Scoring: 5 = best, 1 = worst)

<b>TOTAL SCORE</b>	26
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<b>Ref:</b> 23	<b>Site Name:</b> Newburn Industrial Estate	<b>Area:</b> 16.29ha
<b>Description:</b> Modern, light industrial and storage accommodation with basic office facilities.		
<b>Market Attractiveness Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>1) Physical condition</b>	Modern pitched roofed, single storey units constructed of brick and blockwork cavity walls.	Above Average (4)
<b>2) Levels of occupancy</b>	Owned by Newcastle City Council, and let on long term leases (100 years plus). One void being marketed through Knight Frank.	4
<b>3) Accessibility, servicing &amp; circulation</b>	Good access, servicing and circulation arrangements.	5
<b>4) Constraining land uses</b>	River to the southern boundary,	3
<b>5) Access to the strategic road network</b>	Quite remote, access to the City Centre via Newburn Road.	2
<b>Sustainability Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>6) Public transport accessibility</b>	83,759 + economically active people within 30 minutes of site by public transport.	3
<b>7) Social development</b>	Site within an SOA which is within either the most 10% or 20% socially and economically deprived in England	5
<b>8) Employment Deprivation</b>	Employment deprivation domain (most deprive 5/ least deprived 1)	4
<b>9) Regeneration policy</b>	The site does not lie within a Strategic Commission Area.	3

<b>10) Environmental constraints</b>	Wildlife corridor.	3
<b>Other considerations:</b> Good mix of units, likely to remain popular over the plan period due to proximity to Newburn Riverside. (4)		
<b>Redevelopment/improvement potential:</b> Part of the Lemington Development Corridor. 3		
<b>Conclusions:</b> Retain.		

(Scoring: 5 = best, 1 = worst)

<b>TOTAL SCORE</b>	43
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<b>Ref:</b> 24	<b>Site Name:</b> Newburn High Street / Walbottle Road	<b>Area:</b> 3.0ha
<b>Description:</b> Remaining part of larger 19th century industrial area.		
<b>Market Attractiveness Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>1) Physical condition</b>	Area has an array of buildings which include modern business units, refurbished buildings for office purposes and larger, older warehouses. One office block on the north part of the site is completely vacant. Some older buildings on the south side look in poor condition even though still in use.	4
<b>2) Levels of occupancy</b>	16 voids. Reduction in size should be considered. Consider reducing site.	4
<b>3) Accessibility, servicing &amp; circulation</b>	Access into sites is good and well maintained but allocated car parking does not seem to meet demand. Servicing and circulation good.	3
<b>4) Constraining land uses</b>	Close to Millvale housing development to the north. Adjacent to Sandhills recycling centre.	2
<b>5) Access to the strategic road network</b>	Via Lemington Road, but remote from City Centre and strategic road network.	2
<b>Sustainability Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>

<b>6) Public transport accessibility</b>	81,964 economically active people within 30 minutes of site by public transport.	Average: Accessibility Grade C (3)
<b>7) Social development</b>	Site is within an SOA which is within either the most 10% or 20% socially and economically deprived in England	5
<b>8) Employment Deprivation</b>	Employment deprivation domain (most deprive 5/ least deprived 1)	4
<b>9) Regeneration policy</b>	The site is not located within a Regeneration Growth Area.	2
<b>10) Environmental constraints</b>	Area of archaeological interest to the west of site.	2
<b>Other considerations:</b> Affordable accommodation (2)		
<b>Redevelopment/improvement potential:</b> North side of High Street appears to be trading relatively well. South side, Owners Business Centre and Walker Davison House is providing office space for small business and seems to be working well. The run down appearance of the scrap yard detracts the visual appearance of the area. Boundary of the allocation has been redefined to take account of this. (2)		
<b>Conclusions:</b> The site should be retained, but site area reduced to take account of voids. There is potential in the longer term for regeneration to part of a gateway to Newburn.		

(Scoring: 5 = best, 1 = worst)

<b>TOTAL SCORE</b>	<b>35</b>
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<b>Ref:</b> 25	<b>Site Name:</b> Noble Street	<b>Area:</b> 3.3ha
<b>Description:</b> Modern warehouse/workshop with office accommodation. Excellent proximity to Newcastle City Centre.		
<b>Market Attractiveness Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>1) Physical condition</b>	Good, larger units front the site with smaller units to the rear.	Above Average (4)
<b>2) Levels of occupancy</b>	Several vacant units, only one non-employment use.	3
<b>3) Accessibility, servicing &amp; circulation</b>	Good access, servicing and circulation.	3
<b>4) Constraining land uses</b>	Allocated open space borders the west and south of the site with Newcastle College to the east.	3
<b>5) Access to the strategic road network</b>	Good access onto Scotswood Road.	4
<b>Sustainability Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>6) Public transport accessibility</b>	181,285+ economically active people within 30 minutes of site by public transport.	Good: Accessibility Grade A (5)
<b>7) Social development</b>	Site is within an SOA which is within either the most 10% or 20% socially and economically deprived in England	5
<b>8) Employment Deprivation</b>	Employment deprivation domain (most deprive 5/ least deprived 1)	5

<b>9) Regeneration policy</b>	The site is located within a Strategic Commission Area.	5
<b>10) Environmental constraints</b>	Allocated open space borders the west and south of the site.	3
<b>Other considerations:</b> Popular site, highly prominent form Scotswood Road. (3)		
<b>Redevelopment/improvement potential:</b> Existing use likely to be the most viable. (3)		
<b>Conclusions:</b> Retain		

(Scoring: 5 = best, 1 = worst)

<b>TOTAL SCORE</b>	46
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<b>Ref:</b> 26	<b>Site Name:</b> Riverside East	<b>Area:</b> 11.87ha
<b>Description:</b> Remaining part of 19th century industrial area. Site includes Byker Waste Transfer site and Hawick Crescent Industrial Estate. A significant proportion of the site is within the Urban Core Boundary. The boundary should be redrawn		
<b>Market Attractiveness Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>1) Physical condition</b>	Some units showing signs of dilapidation.	Average 3
<b>2) Levels of occupancy</b>	Average, generally engineering and builders merchants. Also includes Newcastle Neighbourhood Services depot.	2
<b>3) Accessibility, servicing &amp; circulation</b>	Access, servicing and circulation are below average.	2
<b>4) Constraining land uses</b>	River to the southern boundary.	3
<b>5) Access to the strategic road network</b>	Via Walker Road (A186)	3
<b>Sustainability Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>6) Public transport accessibility</b>	110,707+ economically active people within 30 minutes of site by public transport.	(4)
<b>7) Social development</b>	Site within an SOA which is within either the most 10% or 20% socially and economically deprived in England	5
<b>8) Employment Deprivation</b>	Employment deprivation domain (most deprived 5/ least deprived 1)	5
<b>9) Regeneration policy</b>	The site is located within a Strategic Commission Area.	5
<b>10) Environmental constraints</b>	Wildlife corridor abuts the western country.	3

**Other considerations:** Site levels render part of the site unsuitable. Contamination anticipated. (3)

**Redevelopment/improvement potential:** Approved local strategy to retain essential existing, and secure new business accommodation in association with development for a mix of uses. Site includes Spillers Mill (4285) and Spillers Quay (1035) being brought forward by 1NG under Phase 1 of the 'Ouseburn and East Quayside Development Framework'. (4)

**Conclusions:** Retain. A significant proportion of the site sits within the boundary of the Urban Core and as such cannot be allocated in the DAP. Redraw site boundaries to take account of this.

(Scoring: 5 = best, 1 = worst)

<b>TOTAL SCORE</b>	42
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<b>Ref:</b> 27	<b>Site Name:</b> Scotswood Road West	<b>Area:</b> 20.42ha
<b>Description:</b> Site is principally Mitchell and Vickers development running along the south side of Scotswood Road.		
<b>Market Attractiveness Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>1) Physical condition</b>	Average (trade-counter uses) to good.	4
<b>2) Levels of occupancy</b>	High levels of occupancy. Some Sui Generis Uses.	4
<b>3) Accessibility, servicing &amp; circulation</b>	Good, although access is via a busy junction.	4
<b>4) Constraining land uses</b>	Road network and river. Overlooked by housing.	3
<b>5) Access to the strategic road network</b>	Good, albeit from a busy junction.	4
<b>Sustainability Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>6) Public transport accessibility</b>	120,000+ economically active people within 30 minutes of site by public transport. Grade A	5
<b>7) Social development</b>	Site within an SOA which is within either the most 10% or 20% socially and economically deprived in England	5
<b>8) Employment Deprivation</b>	Employment deprivation domain (most deprive 5/ least deprived 1)	5
<b>9) Regeneration policy</b>	The site lies within a Strategic Commission Area.	5
<b>10) Environmental constraints</b>	Wildlife corridor to the southern boundary. Open space to the north.	3
<b>Other considerations:</b> Other occupiers include Sita (Benwell Waste Transfer Station) (3)		
<b>Redevelopment/improvement potential:</b> Site is trading well and should be retained for industrial uses. A1 retail uses should be resisted. (3)		
<b>Conclusions:</b> Retain.		

(Scoring: 5 = best, 1 = worst)

<b>TOTAL SCORE</b>	48
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<b>Ref:</b> 28	<b>Site Name:</b> Shields Road / Fossway (includes Benfield Business Park)	<b>Area:</b> 33.10ha
<p><b>Description:</b> 19th/20th century general employment area, mainly Siemens complex, now more varied. The allocation also includes Benfield Business Park.</p> <p>Site boundary to be partially redrawn to take account of non-employment uses and housing development on periphery of the site.</p>		
<b>Market Attractiveness Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>1) Physical condition</b>	Extensive site that is dominated by Siemens site and large cleared sites that surround. There is a considerable mix of ages, sizes and designs of buildings within this site. Some buildings are new or have been recently refurbished while others, predominantly brick built, show signs of poor upkeep and dilapidation. Some buildings to the west of the site looked to have changed use to residential. Benfield Business Park has an extensive collection of buildings for industry and business that are being adapted for various uses.	Average 4
<b>2) Levels of occupancy</b>	Several voids in area and for sale signs on cleared land. Majority of voids were found in the smaller studio offices on Benfield Business Park.	4
<b>3) Accessibility, servicing &amp; circulation</b>	Access into and onto site is very good, with the majority of businesses having allocated parking and access facilities for larger/specialist vehicles. The mix of uses on site has created a service economy. Close access to Metro via Chillingham Road and Walkergate. Close proximity to city centre.	4
<b>4) Constraining land uses</b>	Site is constrained by surrounding residential and existing infrastructure of railway lines and Metro. The site also borders with the Brough Parkway Industrial Estate.	2
<b>5) Access to the strategic road network</b>	No direct access to A1058 and A167(M) – positioning is away from A1 and A19.	2

<b>Sustainability Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>6) Public transport accessibility</b>	166,000+ economically active people within 30 minutes of site by public transport. Accessibility Grade A sport. Accessibility Grade A	(5)
<b>7) Social development</b>	Site within an SOA which is within either the most 10% or 20% socially and economically deprived in England	5
<b>8) Employment Deprivation</b>	Employment deprivation domain (most deprive 5/ least deprived 1)	5
<b>9) Regeneration policy</b>	Area south of the railway line is located within a Strategic Commission Area.	3
<b>10) Environmental constraints</b>	Wildlife Corridor runs through the site along the Metro line. Site of Archaeological interest runs along the Fossway encroaching the site.	2
<b>Other considerations:</b> The adjacent Shields Road Retail Centre. Site is underperforming in its current state and should be protected from further decline. Wider development potential as part of Fossway masterplan. NCC property services are actively pursuing redevelopment. DAP allocations within the site boundaries include Site to the South of Shields Road, Site to the North of Shields Road/Adjacent to Depot Road, & Site to the North of Shields Road. 3		
<b>Redevelopment/improvement potential:</b> The Council's Urban Design Team have prepared a strategic framework for the Fossway Development Area. This involves looking at the development blocks on the IRDL and the two Siemens sites, links between them, and to the surrounding area. Improvements to the highway network are crucial to this process. 3		
<b>Conclusions:</b> Retain. Continue to work with NCC property Services to bring forward DAP sites and regenerate area.		

(Scoring: 5 = best, 1 = worst)

<b>TOTAL SCORE</b>	<b>42</b>
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<b>Ref:</b> 29	<b>Site Name:</b> Throckley Industrial Estate	<b>Area:</b> 20.19ha
<b>Description:</b> General, modern employment area, including Ibstock brickworks. Site North of Westway Industrial Park, Ponteland Road is allocated for development in DAP.		
<b>Market Attractiveness Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>1) Physical condition</b>	Modern, traditional employment area in good condition. Majority of sites have indoor and outdoor storage facilities. Parking is an issue at this site, which is causing on road parking.	5
<b>2) Levels of occupancy</b>	Site appears to be fully let.	4
<b>3) Accessibility, servicing &amp; circulation</b>	Easy access from the A69. Average servicing and circulation.	4
<b>4) Constraining land uses</b>	Green Belt	3
<b>5) Access to the strategic road network</b>	Good access to Ponteland Road and the A69, albeit in an out of town location.	4
<b>Sustainability Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>6) Public transport accessibility</b>	36,000+ economically active people within 30 minutes of site by public transport. Accessibility Grade D	2
<b>7) Social development</b>	Site not within an SOA which is within either the most 10% or 20% socially and economically deprived in England	2
<b>8) Employment Deprivation</b>	Employment deprivation domain (most deprive 5/ least deprived 1)	5
<b>9) Regeneration policy</b>	The site is not located within a Strategic Commission Area.	2
<b>10) Environmental constraints</b>	North, east and western boundaries adjacent to Green Belt. Eastern side adjacent to area of exceptional landscape value and western edge adjacent to local nature reserve.	4

**Other considerations:** Popular units. Well functioning industrial estate. 3

**Redevelopment/improvement potential:** Site is trading reasonably well, and provides affordable accommodation in an accessible location.

**Conclusions:** Retain.

**TOTAL SCORE** | 38

<b>Ref:</b> 30	<b>Site Name:</b> Westerhope Industrial Estate	<b>Area:</b> 8.35ha
<b>Description:</b> Modern, general/light employment area.		
<b>Market Attractiveness Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>1) Physical condition</b>	Mix of unit sizes and styles. Estate includes offices, warehouses, and business/ industrial units. Mix of age – some very recent developments with some older buildings.	4
<b>2) Levels of occupancy</b>	Numerous voids. Most voids appear to relate to the smaller units.	3
<b>3) Accessibility, servicing &amp; circulation</b>	Some access roads are becoming dilapidated along with damage to perimeter fencing. Servicing and circulation are good in terms of size but allocated parking is not sufficient. Site is serviced by various bus routes.	2
<b>4) Constraining land uses</b>	Near residential area and school.	3
<b>5) Access to the strategic road network</b>	Good access to Stamfordham Road and the Western Bypass.	3
<b>Sustainability Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>6) Public transport accessibility</b>	83,964+ economically active people within 30 minutes of site by public transport. Accessibility Grade C	3
<b>7) Social development</b>	Site within an SOA which is within either the most 10% or 20% socially and economically deprived in England	5
<b>8) Employment Deprivation</b>	Employment deprivation domain (most deprived 5/ least deprived 1)	5
<b>9) Regeneration policy</b>	The site is not located within a Regeneration Growth Area.	2

<b>10) Environmental constraints</b>	Adjacent to Green Belt on Western Boundary and allocated open space.	2
<b>Other considerations:</b> Edge of town location.(2)		
<b>Redevelopment/improvement potential:</b> The site is surrounded by sensitive land uses, and has significant voids. Given the significant number of employment uses on the site however it should be retained. (2)		
<b>Conclusions:</b> Retain.		

(Scoring: 5 = best, 1 = worst)

<b>TOTAL SCORE</b>	36
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<b>Ref:</b> 31	<b>Site Name:</b> Whitehouse Road	<b>Area:</b> 3.21ha
<b>Description:</b> The Premier Development Centre and the Whitehouse Road Enterprise Centre are both within the same building. The Premier Development Centre is managed whereas the Enterprise Centre is privately let units.		
<b>Market Attractiveness Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>1) Physical condition</b>	Good in parts, dilapidated in parts.	Good 4
<b>2) Levels of occupancy</b>	Only one void.	Excellent 5
<b>3) Accessibility, servicing circulation</b>	Reasonable access, servicing and circulation.	4
<b>4) Constraining land uses</b>	Residential development to the north/north west. Green space to the south.	3
<b>5) Access to the strategic road network</b>	Good access to Armstrong / Scotswood Road.	4
<b>Sustainability Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>6) Public transport accessibility</b>	178604 + economically active people within 30 minutes of site by public transport. Accessibility Grade A	5
<b>7) Social development</b>	Site within an SOA which is within either the most 10% or 20% socially and economically deprived in England	5
<b>8) Employment Deprivation</b>	Employment deprivation domain (most deprived 5/ least deprived 1)	5

<b>9) Regeneration policy</b>	The site lies within a Strategic Commission Area.	5
<b>10) Environmental constraints</b>	Open space to the north, east and western boundaries. Wildlife corridor to southern boundary.	3
<b>Other considerations:</b> Potential for redevelopment of the site (3)		
<b>Redevelopment/improvement potential:</b> Site is developed and operating well (4)		
<b>Conclusions:</b> Retain.		

(Scoring: 5 = best, 1 = worst)

<b>TOTAL SCORE</b>	50
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<b>Ref:</b> 32	<b>Site Name:</b> Newcastle Business park	<b>Area:</b> 22.65 ha
<b>Description:</b> High quality landscaped office development.		
<b>Market Attractiveness Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>1) Physical condition</b>	Attractive units in landscaped surroundings, which are available in a variety of sizes and styles.	5
<b>2) Levels of occupancy</b>	Regional headquarters of national occupiers, notably British Airways, AA and the Environment Agency. Majority of voids found within the smaller units, studios and multi occupancy offices on site.	4
<b>3) Accessibility, servicing &amp; circulation</b>	Good accessibility via Scotswood Road. The layout of the site is good, with access being provided for larger vehicles. The site has considerable amount of allocated parking but this is insufficient - which is leading to on street parking. Site is serviced by bus routes. The site is also serviced by pedestrian walkways and cycle routes.	4
<b>4) Constraining land uses</b>	Site is constrained by river to the north and road network to the south.	2
<b>5) Access to the strategic road network</b>	The improvements and enlargement to Scotswood Road have improved access to the city centre and the route to the A1.	4
<b>Sustainability Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>

<b>6) Public transport accessibility</b>	Over 220,752 economically active people aged 16 – 74 within 30 minutes of the site by public transport. Grade A.	5
<b>7) Social development</b>	Site is within an SOA which is within either the most 10% or 20% socially and economically deprived in England.	5
<b>8) Employment Deprivation</b>	Employment deprivation domain (most deprived 5/ least deprived 1)	5
<b>9) Regeneration policy</b>	The site is located within a Regeneration Growth Area.	5
<b>10) Environmental constraints</b>	Wildlife corridor abuts northern boundary.	3
<b>Other considerations:</b> Adjacent to Scotswood Road Industrial Estate and includes Armstrong Road Industrial Estate. (3)		
<b>Redevelopment/improvement potential:</b> The site should be retained for employment / economic development use. (3)		
<b>Conclusions:</b> Retain		

(Scoring: 5 = best, 1 = worst)

<b>TOTAL SCORE</b>	48
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<b>Ref:</b> 33	<b>Site Name:</b> Regent Centre	<b>Area:</b> 10.6
<b>Description:</b> Modern refurbished and new office space		
<b>Market Attractiveness Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>1) Physical condition</b>	Modern, large floor plate Grade A office accommodation designed for multi occupancy. Some of the more dated looking buildings have had extensive refurbishment work inside. Overall, this is a very well maintained site.	5
<b>2) Levels of occupancy</b>	High level of voids. Occupancy is improving with several occupiers at Regent Point.	2
<b>3) Accessibility, servicing &amp; circulation</b>	Good, a developed site with business occupiers in mind and supported by large car parking facilities. The layout of this site makes it easy for it to be accessed and serviced by larger vehicles. Site has an attached Metro station and is close to Gosforth High Street.	4
<b>4) Constraining land uses</b>	Residential – issues with car parking. Site is further constrained by Metro line to north.	3
<b>5) Access to the strategic road network</b>	Location of site allows for several routes to link into A1 and close proximity of Great North Road provides access to the city centre. However, this is a primary access route to and from the city centre and there are issues with congestion.	4
<b>Sustainability Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>

<b>6) Public transport accessibility</b>	160,000 + economically active people within 30 minutes of site by public transport.	Accessibility Grade A (5).
<b>7) Social development</b>	Site is not within an SOA which is within either the most 10% or 20% socially and economically deprived in England	2
<b>8) Employment Deprivation</b>	Employment deprivation domain (most deprive 5/ least deprived 1)	2
<b>9) Regeneration policy</b>	The site is not within a Regeneration Growth Area.	3
<b>10) Environmental constraints</b>	None.	5
<b>Other considerations:</b> Site is close to Asda and Gosforth High Street local amenities. 4		
<b>Redevelopment/improvement potential:</b> Single user, closed and redeveloped for housing. 4		
<b>Conclusions:</b> Retain		

<b>TOTAL SCORE</b>	43
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<b>Ref:</b> 34	<b>Site Name:</b> Benton Park View	<b>Area:</b> 20.51ha
<b>Description:</b> 78,000 sqm of HQ style modern high-quality business accommodation, occupied by the Public Sector.		
<b>Market Attractiveness Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>1) Physical condition</b>	Modern, high quality business accommodation	5
<b>2) Levels of occupancy</b>	Single occupancy site.	5
<b>3) Accessibility, servicing &amp; circulation</b>	Good, built with end user in mind.	5
<b>4) Constraining land uses</b>	Residential fronting south side of Benton Park View. Site sandwiched between a school and two housing developments.	3
<b>5) Access to the strategic road network</b>	Good access to Benton Park Road and reasonably close proximity to the A19 and A1. An issue within this area is congested roads.	4
<b>Sustainability Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>6) Public transport accessibility</b>	159,399 economically active people within 30 minutes of site by public transport.	Accessibility Grade A (5).
<b>7) Social development</b>	Site is not within an SOA which is within either the most 10% or 20% socially and economically deprived in England	2
<b>8) Employment Deprivation</b>	Employment deprivation domain (most deprive 5/ least deprived 1)	2
<b>9) Regeneration policy</b>	Not within a Regeneration Growth Area.	2

<b>10) Environmental constraints</b>	Open space to the eastern and western boundary.	2
<b>Other considerations:</b> Large floorplate, HQ style. 4		
<b>Redevelopment/improvement potential:</b> Well performing site, albeit outside of the urban core. (3)		
<b>Conclusions:</b> Retain. CSUCP requires office use be concentrated in the Urban Core, however site is fully developed and represents a significant asset in terms of high quality office space for the City.		

(Scoring: 5 = best, 1 = worst)

<b>TOTAL SCORE</b>	42
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<b>Ref:</b> 35	<b>Site Name:</b> Great Park (Sage Site)	<b>Area:</b> 11.08ha
<b>Description:</b> The majority of the land is home to a single major office development occupied by Sage Software.		
<b>Market Attractiveness Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>1) Physical condition</b>	Modern, high quality business accommodation	5
<b>2) Levels of occupancy</b>	Single occupancy site.	5
<b>3) Accessibility, servicing &amp; circulation</b>	Good, built with end user in mind.	5
<b>4) Constraining land uses</b>	Residential to the east and south developed as part of Newcastle great park. Site is well screened. Site is surrounded by Green Belt.	3
<b>5) Access to the strategic road network</b>	Good access to A1 via great Park Way.	4
<b>Sustainability Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>6) Public transport accessibility</b>	Poor at present. Occupancy at Great Park expected to increase as site is developed. Park and ride available.	3
<b>7) Social development</b>	Site is not within an SOA which is within either the most 10% or 20% socially and economically deprived in England	3
<b>8) Employment Deprivation</b>	Employment deprivation domain (most deprive 5/ least deprived 1)	4
<b>9) Regeneration policy</b>	Not within a Regeneration Growth Area.	2

<b>10) Environmental constraints</b>	Site is surrounded by open space and green Belt to the north and West.	2
<b>Other considerations:</b> Large premises, HQ style. 4		
<b>Redevelopment/improvement potential:</b> Well performing site, albeit outside of the urban core. 3		
<b>Conclusions:</b> Retain. CSUCP requires office use be concentrated in the Urban Core, however site is fully developed and represents a significant asset in terms of high quality office space for the City.		

(Scoring: 5 = best, 1 = worst)

<b>TOTAL SCORE</b>	43
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<b>Ref:</b> 36	<b>Site Name:</b> Newburn Riverside	<b>Area:</b> 25.66ha
<b>Description:</b> Modern, light industrial and storage accommodation with basic office facilities.		
<b>Market Attractiveness Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>1) Physical condition</b>	Modern high quality office and industrial uses.	5
<b>2) Levels of occupancy</b>	High	4
<b>3) Accessibility, servicing &amp; circulation</b>	Good access, servicing and circulation arrangements. Shortage of parking in some areas.	4
<b>4) Constraining land uses</b>	River to the southern boundary,	3
<b>5) Access to the strategic road network</b>	Quite remote, access to the City Via Kingfisher Blvd	2
<b>Sustainability Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>6) Public transport accessibility</b>	95098 economically active people within 30 minutes of site by public transport.	Accessibility Grade B. 4
<b>7) Social development</b>	Site within an SOA which is within either the most 10% or 20% socially and economically deprived in England	5
<b>8) Employment Deprivation</b>	Employment deprivation domain (most deprive 5/ least deprived 1)	3
<b>9) Regeneration policy</b>	The site does not lie within a Strategic Commission Area.	3

<b>10) Environmental constraints</b>	Wildlife corridor surround the site, constraining future development.	3
<b>Other considerations:</b> Good mix of units of a high quality and modern design, likely to remain popular over the plan period. 4		
<b>Redevelopment/improvement potential:</b> Site is developed to a high standard already. Potential for identifying further parking capacity. 3		
<b>Conclusions:</b> Retain.		

(Scoring: 5 = best, 1 = worst)

<b>TOTAL SCORE</b>	43
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<b>Ref:</b> 37	<b>Site Name:</b> Site North of Benton Park Rd and East of Killingworth Rd	<b>Area:</b> 2.03ha
<b>Description:</b> Small site accessed from Benton Park Rd. Your homes Newcastle and assorted offices and industrial. Close proximity to Gas Holder which shares access to the site.		
<b>Market Attractiveness Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>1) Physical condition</b>	Small occupied site in relatively good physical condition.	4
<b>2) Levels of occupancy</b>	One void identified	4
<b>3) Accessibility, servicing &amp; circulation</b>	Access is off Benton Park Rd	3
<b>4) Constraining land uses</b>	There is a Gas Holder to the north east of the site. Liaison with the Oil and Gas authority would be needed. Residential surrounds the site to all sides. Train track to the north of the site.	2
<b>5) Access to the strategic road network</b>	Access to A1 via A191 and Great North Road.	3
<b>Sustainability Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>6) Public transport accessibility</b>	120,000 + economically active people within 30 minutes of site by public transport. Grade A.	5
<b>7) Social development</b>	Site is not within an SOA which is within either the most 10% or 20% socially and economically deprived in England	5

<b>8) Employment Deprivation</b>	Employment deprivation domain (most deprive 5/ least deprived 1)	1
<b>9) Regeneration policy</b>	NA	0
<b>10) Environmental constraints</b>	There is a Gas Holder to the north east of the site. Liaison with the Oil and Gas authority may be needed if further development were proposed. Area of flood risk to the west of the site.	2
<b>Other considerations:</b> Gas Holder.		
<b>Redevelopment/improvement potential:</b> Site is small with a mix office and industrial uses. Potential for rationalization of the site.		
<b>Conclusions:</b> Site should be protected.		

(Scoring: 5 = best, 1 = worst)

<b>TOTAL SCORE</b>	29
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<b>Ref: 38</b>	<b>Site Name:</b> Airport Industrial Estate	<b>Area:</b> 11.95ha
<b>Description:</b> Well established industrial estate.		
<b>Market Attractiveness Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>1) Physical condition</b>	Steel framed construction	5
<b>2) Levels of occupancy</b>	High level of voids being actively marketed by Whittle Jones and the Northern Trust Incentives and flexible terms available.	1
<b>3) Accessibility, servicing &amp; circulation</b>	Good, designed with the end user in mind.	4
<b>4) Constraining land uses</b>	A1 abuts site.	3
<b>5) Access to the strategic road network</b>	Excellent access to the A1.	5
<b>Sustainability Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>6) Public transport accessibility</b>	129,307 economically active within 30 minutes of site by public transport. Grade A	5
<b>7) Social development</b>	Site within an SOA which is within either the most 10% or 20% socially and economically deprived in England	5
<b>8) Employment Deprivation</b>	Employment deprivation domain (most deprive 5/ least deprived 1)	5

<b>9) Regeneration policy</b>	The site is not in a Strategic Commission Area.	3
<b>10) Environmental constraints</b>	Wildlife corridor abuts eastern boundary.	3
<b>Other considerations:</b> Site benefits from the agglomeration effect with the concentration of similar uses at Kingston Park Retail Park. (4)		
<b>Redevelopment/improvement potential:</b> Site could be redeveloped comprehensively in the longer term. 3		
<b>Conclusions:</b> Retain site is inappropriate for retail uses due to out of town location. Appropriate employment uses should be encouraged		

(Scoring: 5 = best, 1 = worst)

<b>TOTAL SCORE</b>	46
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<b>Ref: 38</b>	<b>Site Name: Former Colliery buildings, Havannah</b>	<b>Area: 2.57ha</b>
<b>Description:</b> Well established industrial estate.		
<b>Market Attractiveness Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>1) Physical condition</b>	Recently refurbished industrial site	5
<b>2) Levels of occupancy</b>	Single occupier	5
<b>3) Accessibility, servicing &amp; circulation</b>	Accessible via coach lane	3
<b>4) Constraining land uses</b>	Green Belt	2
<b>5) Access to the strategic road network</b>	Good access to Coach Lane and Main Road. Relatively poor access to A1 and A696.	2
<b>Sustainability Indicators:</b>		
<b>Indicator</b>	<b>Notes</b>	<b>Conclusion</b>
<b>6) Public transport accessibility</b>	Grade D.	2
<b>7) Social development</b>	Site is not within an SOA which is within either the most 10% or 20% socially and economically deprived in England	2
<b>8) Employment Deprivation</b>	Employment deprivation domain (most deprive 5/ least deprived 1)	4

<b>9) Regeneration policy</b>	The site is not in a Strategic Commission Area.	2
<b>10) Environmental constraints</b>	Wildlife sites surround site	2
<b>Other considerations:</b> Green belt. 2		
<b>Redevelopment/improvement potential:</b> Site is within the Green Belt. Activity should be restricted to current uses and proposals to expand or develop the site beyond current boundaries should not be permitted. 3		
<b>Conclusions:</b> Retain site		

(Scoring: 5 = best, 1 = worst)

<b>TOTAL SCORE</b>	31
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## Deallocated Sites

The table below provides a list of all those sites which were recommended for deallocation in the ELR 2014.

Ref	Site name	Site Area ha	Reason for deallocation
ED3.1 5	Bakery, Ponteland Road	0.8	Redeveloped for housing
ED3.1 6	Blucher Industrial Estate	1.4	The site is dilapidated and scores poorly on market attractiveness indicators due to its isolated location adjacent to the Green Belt.
ED3.1 9	Condercum Road	2.73	The site is recommended for de-allocated, it contains a significant number of non B class uses.
ED3.1 11	George Street/Blandford Street	2.6	The site which is part of the Council's 'Discovery Quarter' should be re-allocated for mixed use development.
ED3.1 12	Gosforth Industrial Estate	4.0	The site is no longer 'fit for purpose' and should be de-allocated. Although, it is anticipated that the site will remain in employment use but won't be protected in the future. Adjoining land uses prejudice the site coming forward for non-commercial uses.
ED3.1 13	Haddricks Mill Road	0.9ha	The site is no longer 'fit for purpose' and should be de-allocated.
ED3.1 17	New Bridge Street	5.5ha	The site is no longer 'fit for purpose' and should be de-allocated. It is anticipated that the site the site will be brought forward for mixed use development.
ED3.1 21	Newcastle Brewery	10.9	Redeveloped as Science Central. CSUCP allocation.
ED3.1 23	Pooley Road/ Slatyford Lane	5.0	The site has been redeveloped as a retail park and bus depot, and as such is no longer 'fit for purpose' and should be de-allocated.
ED3.1 24	Premier Development Centre, Whitehouse Road (whitehouse enterprise )	2.7	Site has been Cleared and now forms part of DAP site allocations

ED3.1 25	Prospect/ Tynos Works	3.6	The site is no longer 'fit for purpose' and should be de-allocated. The site provides the opportunity to reintegrate Scotswood Road and the river.
ED3.1 26	Mill Lane South (former Rainbow Workshop)	0.5	The site has been demolished and cleared and as such is no longer 'fit for purpose'.
ED3.1 30	Shieldfield Industrial Estate	1.4	The site is no longer 'fit for purpose' and should be de-allocated. Although, it is anticipated that the site will remain in employment use but won't be protected in the future.
ED3.1 31	Shields Road West	7.2	The site is no longer 'fit for purpose' and should be de-allocated. Although, it is anticipated that the site will remain in employment use but won't be protected in the future.
ED3.1 36	Warwick Street	4.5	De-allocate. Site will remain in employment use but won't be protected in the future. Site should be redeveloped in a comprehensive manner.
ED3.1 39	Whickham View	0.6	Small single user site in isolated residential location.
ED3.1 41	Prestwick Industrial Estate	2.0	Mixed use area, mainly airport related uses.
ED3.2 (1)	Barrack Road	6.7	No longer 'fit for purpose'. Alternative business uses should be considered.
ED3.2 (2)	Central Business Park	2.4	Modern office accommodation, CSUCP Urban Core Allocation.
ED3.2 (3)	Denmark Street/Heaton Road	2.5	The site is longer 'fit for purpose' and should be de-allocated
ED3.2 (4)	Kenton Bar	7.3	The site has been redeveloped for housing and as such should be de-allocated.
ED3.2 (6)	Millers Hill, Shields Road	0.8	Mixed use area but is not occupied by B1/B2/B8 users.
ED3.2 (8)	Portland Road	0.8	De-allocate. Other uses are considered to be more viable.
ED3.2 (9)	South Jesmond (Portland Terrace)	2.0	The site has average scores against market attractiveness indicators. Poor location. Surrounded by residential.

ED3.2 (11)	St. Nicholas Hospital	1.5	Redeveloped for hospital uses
ED1	Newburn Haugh (The site has now been renamed as Newburn Riverside)	25.7	Re-allocated as Newburn Riverside
ED1	Walker Riverside Industrial Estate	7.9	The site has been developed for offshore industrial and engineering and factory units. No allocated within CSUCP Walker Riverside key Employment Area
ED1	Fowberry Road, Scotswood Road	0.5	Small isolated site, which has been retained for economic growth as part of the BSAAP. Site is no longer likely to come forward for employment.
ED1	Newcastle International Airport	52	CSCUP allocation. KEA1- Newcastle International Airport
ED1	Collingwood Clinic	5.40	Incorporated into Regent Centre allocation.
ED1	St Silas, Shields Road	1.0	Redeveloped for leisure and retail uses.
ED1	Sandhills	2.7	The site has been redeveloped as an eco-centre for Parks and Countryside Training. No further potential exists for B1/B2/B8.
ED1	Heaton Junction	5.2	Allocation largely superseded by changing requirements of the rail network. Site is largely vacant/ in poor condition and should not be retained.
ED1	North Brunton	2.0	N/A Essential services for trunk road users.
BSAAP sites	Whitehouse Enterprise Centre	NA	Retained under DAP 31
BSAAP sites	Land at Violet Close & Buddle Road	NA	No development on site. Cannot protect for Employment without justification.
BSAAP sites	Scotswood Bridge Head	NA	Site is isolated and occupied by single occupier.
BSAAP sites	City West Business park	NA	Site contains primarily purpose built sui generis car show rooms. Cannot allocate as B1, B2, B8 uses as it would not comply with National Planning Policy Framework.
WRAAP sites	Walker Riverside	NA	Walker Riverside sites are allocated through the CSUCP allocation Walker Riverside Key Employment Area

WRAAP sites	Rhodes Street	1.15	Site has been assessed and is not suitable for allocation.
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