

## **Darlington Local Plan**

# **Teesside International Airport Limited and Teesside International Development Limited (ID: 1250879)**

## **Matter 3 Statement - Vision, aims, objectives and spatial strategy**

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**Issued** April 2021

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1.1 Our Client (Teesside International Airport Limited and Teesside International Development Limited) responds to Question 3.3.

### **Presumption in favour of sustainable development (policy SD1)**

#### **Q3.3 Is the broad distribution of housing and employment development proposed through commitments and allocations in the Plan consistent with the settlement hierarchy set out in policy SH1?**

- 1.2 The broad distribution of housing and employment development proposed through commitments and allocations in the Plan is consistent with the settlement hierarchy set out in policy SH1. Analysis of the employment land supply identified in Policies E1 and E2 (shown in Tables 7.2 and 7.3 of the Plan) highlights that over the Plan period:
- The supply of employment land will be focused in the Urban Area (77% of the net available hectares). This aligns with the settlement hierarchy which states that the Urban Area will aim to maintain its role as a leading sub-regional centre for transport connectivity, services, employment and retail and leisure;
  - Service Villages (including Middleton St George, the nearest settlement to the airport) rank second in relation to the supply of employment land proposed. This is again considered to be consistent with the settlement hierarchy; and
  - The supply of employment land will not include any available land located in the Rural Villages. This also aligns with the settlement hierarchy which seeks to protect the rural character of the villages and is focused on use of existing buildings and infill opportunities.
- 1.3 The analysis demonstrates that land at Teesside International Airport (32.22 ha of net available land) accounts for a large share of the employment land supply in the Service Villages. Within this context, it should be noted that the development is a committed development which has been lawfully implemented. The allocation reflects this status and the position that the airport is a strategic location for growth.
- 1.4 Furthermore, the airport is intended to serve a broader sub-regional role and has been acknowledged as a growth location with strong support at the local (see Darlington Local Plan Statement of Common Ground) and Tees Valley Combined Authority (TVCA) level for some time. TVCA's Strategic Economic Plan (SEP) and Local Industrial Strategy (LIS) both recognise the airport's capacity to drive economic growth and prosperity in Tees Valley.

- 1.5 The SEP states that Teesside International Airport has a long-term role in contributing to the competitiveness and prosperity of the Tees Valley, particularly through its regular services to the Amsterdam Schiphol hub and to Aberdeen. These are important routes for businesses, especially within the oil, gas, offshore and renewables sectors – sectors in which Tees Valley increasingly plays a pivotal role. These routes for business have been further reinforced by the recent announcement of daily flights to London Heathrow.
- 1.6 The LIS acknowledges both the airport's role as part of the Tees Valley's economic infrastructure, as well its importance in securing a sense of regional pride and identity through having a thriving international asset in the region. Having recently been brought back into public ownership, the LIS recognises the airport's potential for growth in passenger numbers but also in terms of its potential to facilitate growth in Tees Valley's priority sectors by connecting the area to over 200 destinations worldwide. Connectivity to emerging markets within the Middle East, Far East, Africa and South America is viewed as crucial to some of the area's priority sectors such as advanced manufacturing and chemical processing.
- 1.7 The LIS sets out a series of ambitious objectives for Teesside International Airport, including:
- The attraction of 10 additional routes by 2022;
  - The attraction of a low-cost carrier by 2022;
  - An increase in passenger volume to 1.4 million by 2023;
  - The increase of freight tonnage to 500 tonnes per annum by 2023; and
  - Develop the land and property opportunities to create a logistics, aeronautical and business park.
- 1.8 The airport has benefitted from a significant programme of recent/planned investment following its change of ownership in 2019 (including major upgrades to the arrivals hall and departure lounge, proposals to invest £6 million in the redevelopment of the airport's railway station and a TVCA commitment to deliver £23.5 million of funding to unlock land for development). In addition, land at Teesside International Airport forms part of the Tees Valley Freeport, which was announced by Government during the Spring Budget (March 2021). The Freeport will act as a national hub for global trade, investment and innovation and is forecast (across the wider Freeport area) to create more than 18,000 jobs and provide a £3.2billion boost to the Tees Valley economy over the next five years. Taken together, these factors are considered to provide significant confidence in the deliverability of available land at the airport over the Plan period.
- 1.9 Based on the analysis presented above, Teesside International Airport Limited and Teesside International Development Limited support the broad distribution of employment and housing development proposed which are consistent with the settlement hierarchy in Policy SH1.

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