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CPO Inquiry Presentation

Darlington Station Gateway East

Client: Darlington Borough Council	201019
Contractor: Willmott Dixon	SGMSCP
Issue	DRAFT 01
Issue Date	13/12/2021
Checked	AR
Produced By	GD
Name	GDD Presentation - With Text

CPO Objections

CPO Site 27

Plot No. 27: Part of LNER operated Car Park in third party ownership, this objection notes that:

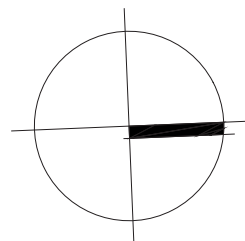
1. The economic, environmental and social benefits of the CPO Scheme have not been identified; and
2. The causal link between such benefits and CPO Scheme are not identified



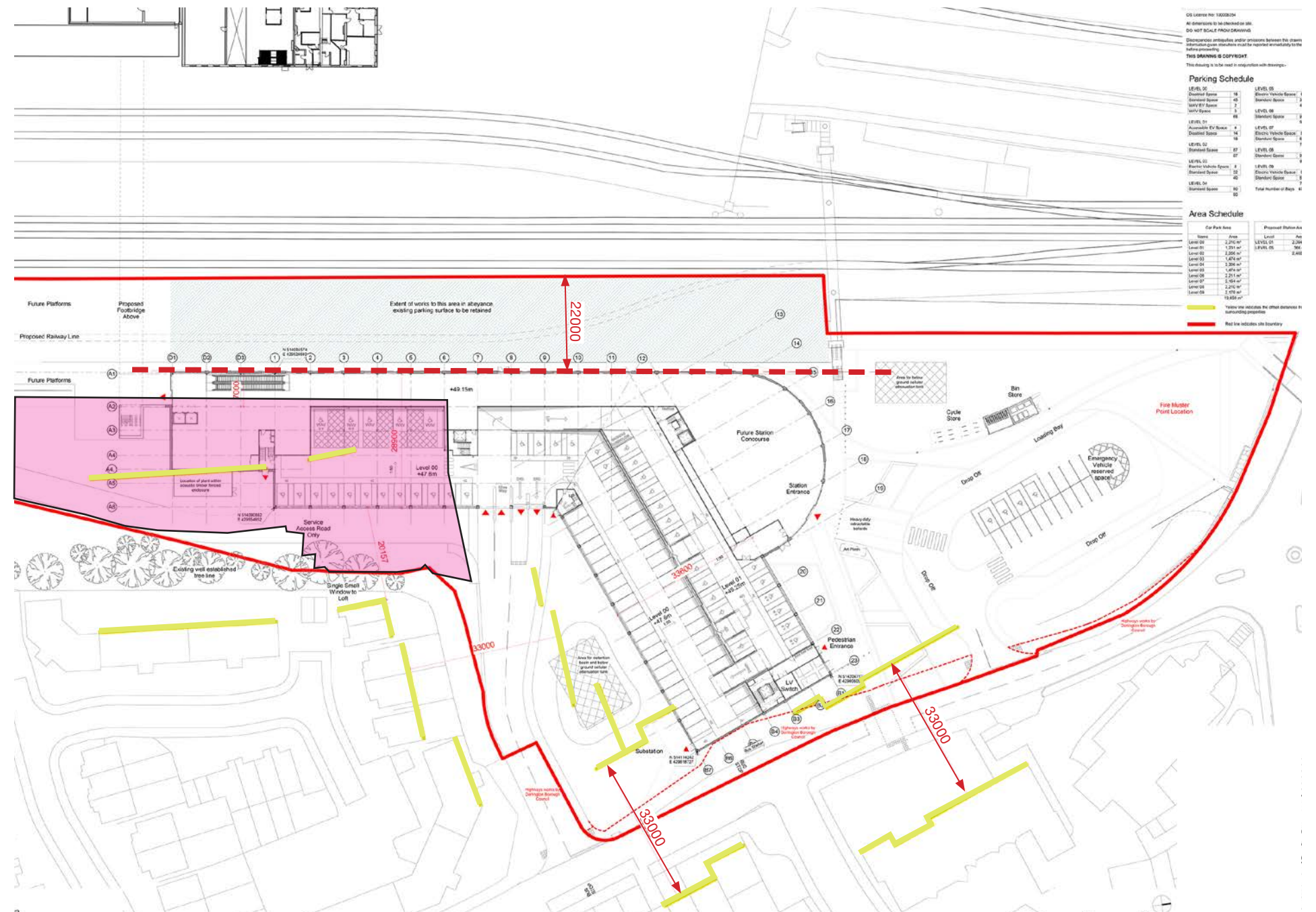
CPO Site 27

Any new structures within the site must be a minimum 22m away from the existing railway tracks. To the East of the site any proposed structures are required to be a minimum of 33m away from any existing residential properties. The MSCP and concourse building must be positioned between the railway offset and the residential offset.

The location of the proposed platforms is to the south of the site opposite the existing station. Therefore, the new concourse connects rail passengers from the north to the platforms to the south.

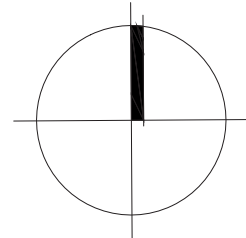


North



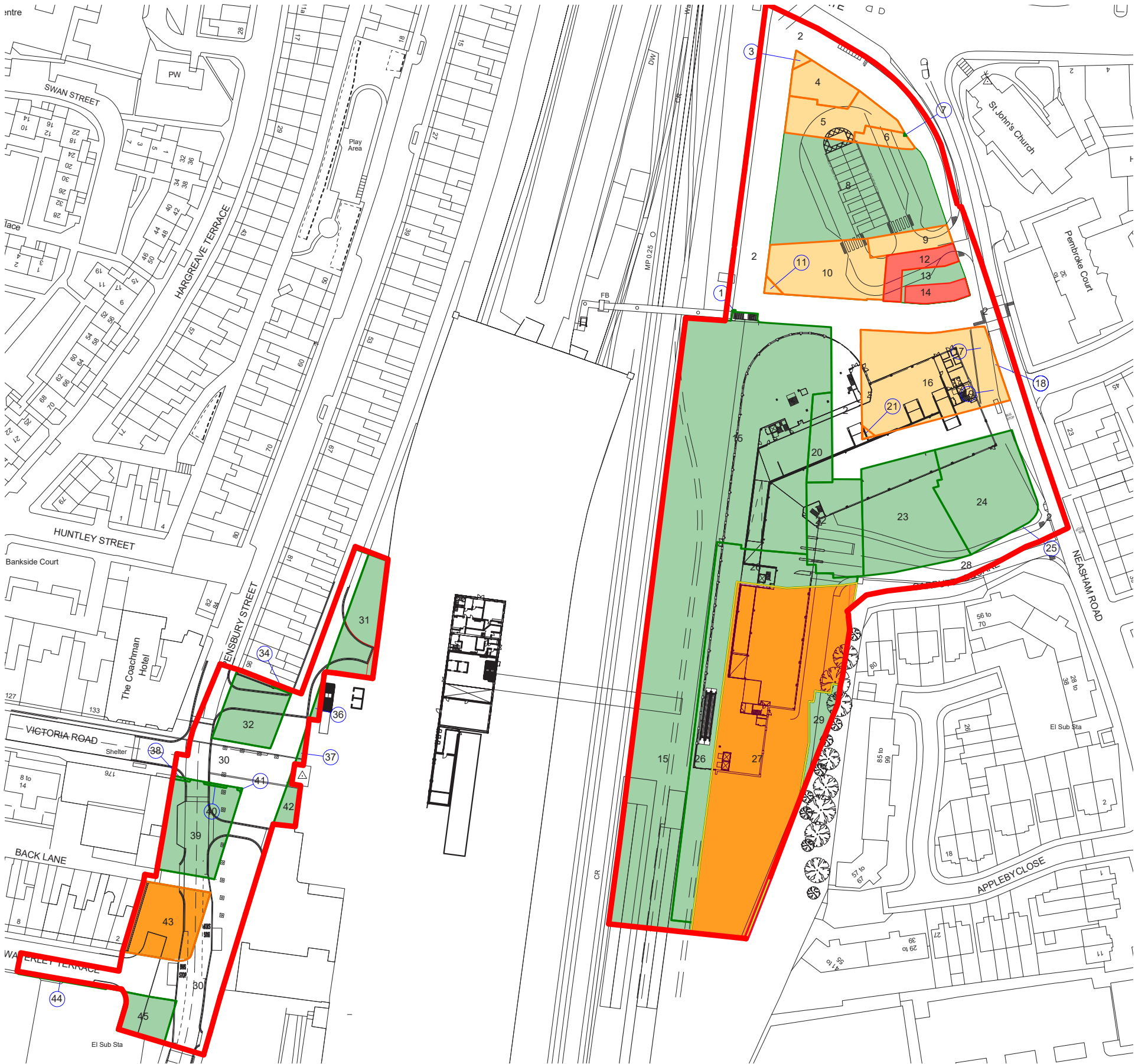
CPO Site 27

The proposed MSCP and concourse is located within a large part of Plot 27 due to the constraints detailed above. The expansion of the station and proposed scheme is not feasible without the inclusion of Plot 27.



North

- Land to be acquired
- Under Acquiring Authority Control or Network Rail Land
- Not under Acquiring Authority Control but not objecting and negotiations progressing
- Not under Acquiring Authority Control and objecting to the CPO



CPO Site 27 Benefits

- Improved capacity – The proposals will deliver faster and more frequent train journeys.
- Improved regional connections - The proposals will act as a connectivity gateway for those living and working in the wider Tees Valley City Region.
- Improved local connections – The proposals will improve connections to Central Park. The proposals will improve connections to the East Darlington where there is a higher proportion of deprived wards.
- Improved accessibility – The proposals will open the station up to those who have previously experienced issues accessing the site particularly from the east.
- Improved safety - The public realm improvements will increase the inclusivity and perceived safety of the station.
- Improved passenger facilities – the proposals provide enhanced facilities which will encourage use of public transport.
- Improved working environment – The proposals provide an improved working environment.
- Improved visual amenity – Public realm improvements providing associated improved amenity for neighbouring occupiers.
- Improved townscape and landscape - The proposals improve the townscape and landscape.
- Improved the heritage setting - The public realm improvements respect and enhance the heritage setting of the grade II* listed Darlington Station and the grade II St. John's Church.
- Support to cultural opportunities – The proposals will act as a focus for celebrating the 200 year anniversary for the Darlington to Stockton railway in 2025.




Plot No.12: D'Ton chip shop & Plot No.14: 16 Neasham Rd.

The separate objections have been joined as the same arguments apply to both sites.

This objection to Plot 12 notes that:

1. There is no need to acquire the property for the CPO Scheme.



-  CPO Objection
-  No Objection
-  HoT's agreed

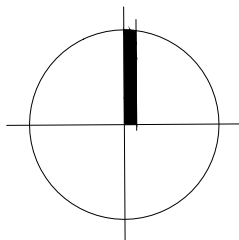
Plot No.12: D'Ton chip shop & Plot No.14: 16 Neasham Rd.

The aspiration is to celebrate Darlington's railway history and reveal the heritage assets around the site.

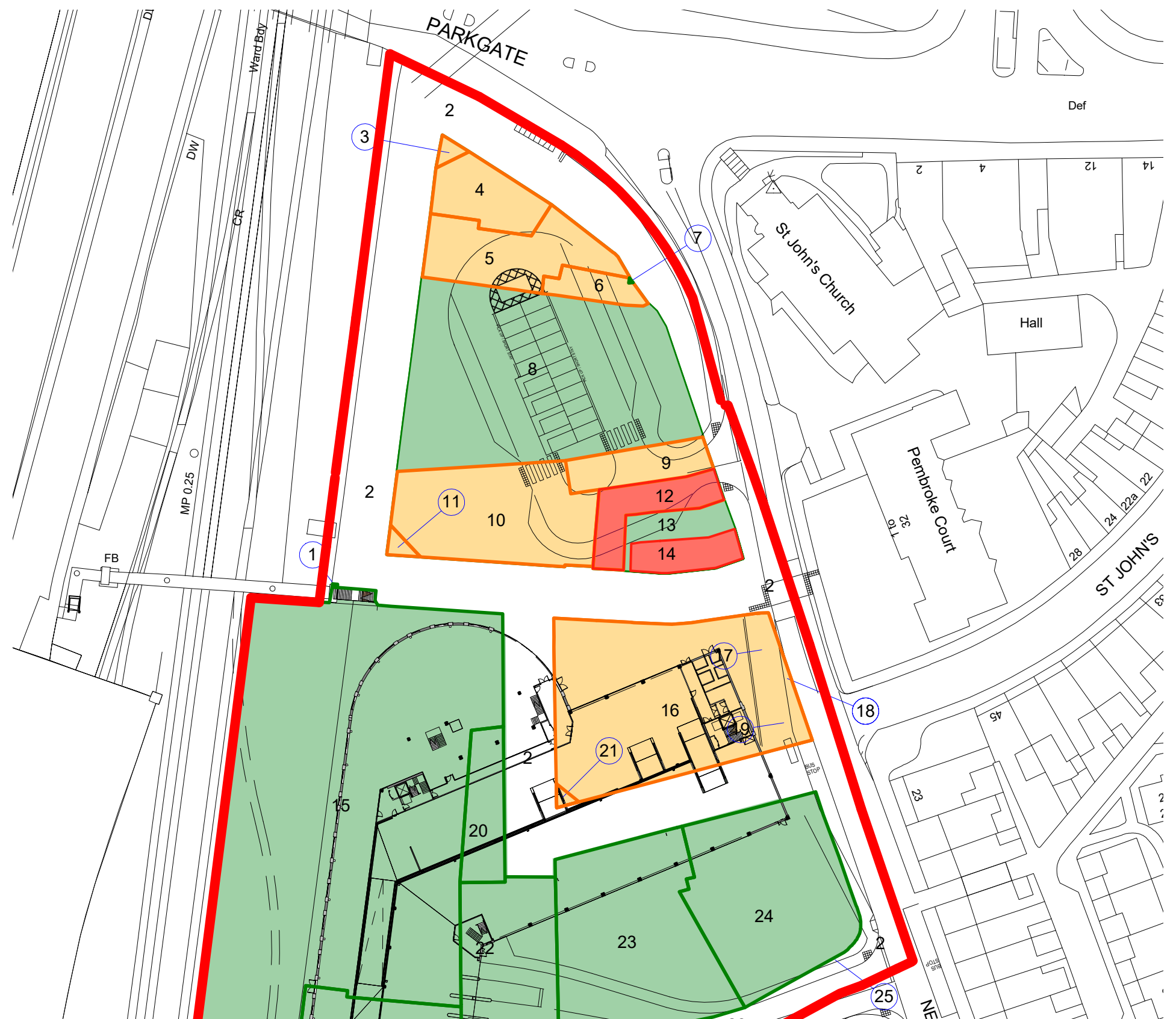
The works will also create an interchange for passenger drop off and for 4 bus replacement coaches. The location of the MSCP and the Concourse has been fixed by the offsets to the surrounding buildings and the railway tracks.

The new public realm and interchange is therefore located to the north of the site with access from Neasham road. Due to the site conditions, access to the site is restricted to the East only from Neasham Road between the junction for St John's Place and Garbutt Square.

Plots 12 and 14 within the CPO application are situated at a prominent position within the proposed interchange area. The plots are part of a terrace located on the junction of Albert Street and Neasham Road where most of the motorised and non-motorised traffic will approach the building.



North

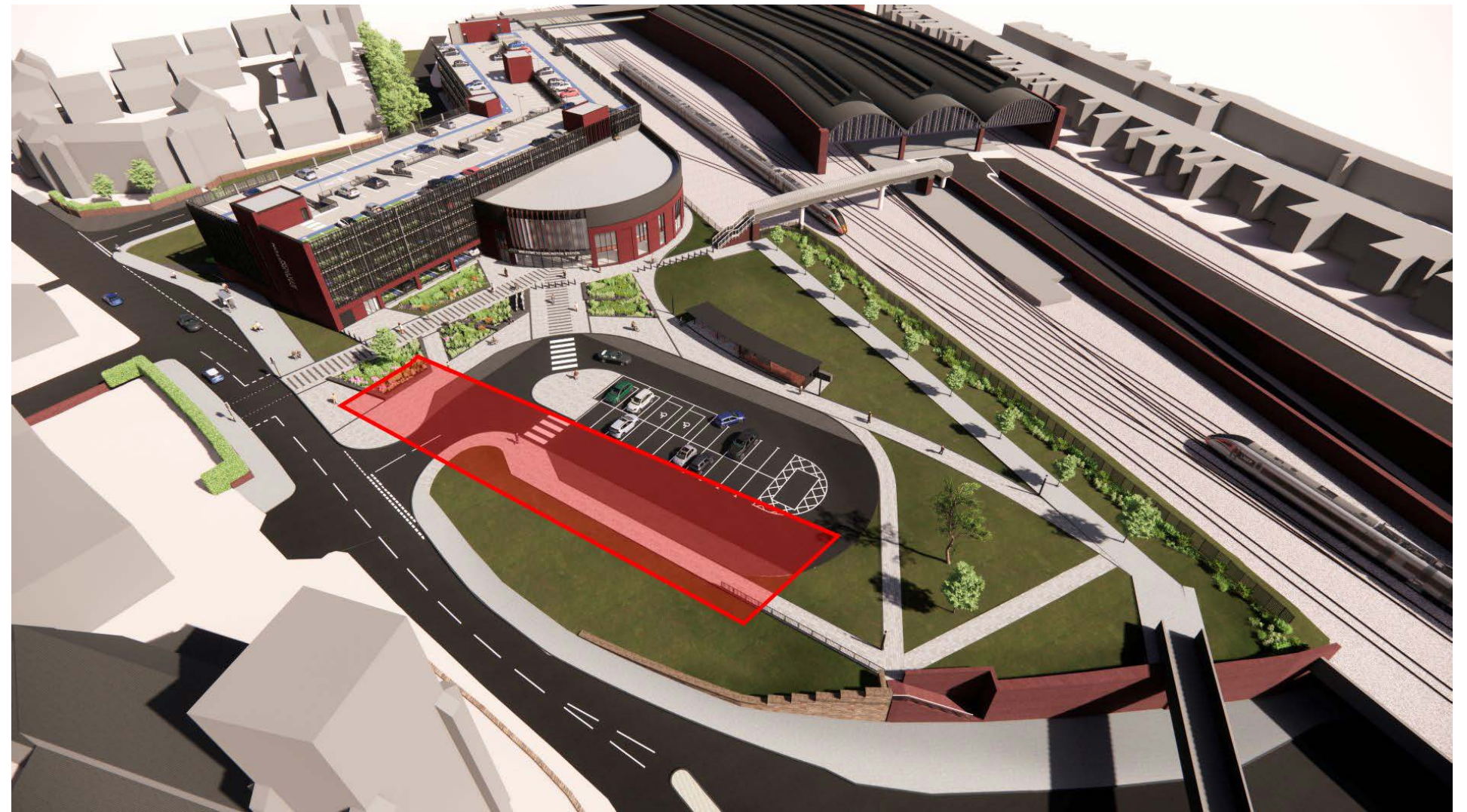


Plot No.12: D'Ton chip shop & Plot No.14: 16 Neasham Rd.

If the buildings were retained access into the site would be confined to Albert Street funnelling motorised, non-motorised and pedestrians down one small access route without proper separation and with restricted visibility for motorised users.

Impact of retaining terrace:

- Loose The proposed bus stop,
- Impact rail replacement services,
- Reduce extent of safe cycle paths,
- Reduced short stay parking spaces,



Plot No.12: D'Ton chip shop & Plot No.14: 16 Neasham Rd.

the quality of the proposed public realm would be severely impacted by the retention of the two structures.

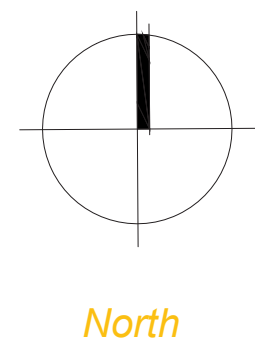
The intention to regenerate this part of the town will be negatively impacted as both plots are situated in a prominent position in relation to the overall scheme.

The retained buildings would block views of the views of St Johns Church from the station entrance, as well as blocking views of the station from Neasham Road.

Retaining the structures closes off the open aspect of the proposed public realm and connection of the heritage assets.



43 (West)



- Land to be acquired
- Under Acquiring Authority Control or Network Rail Land
- Not under Acquiring Authority Control but not objecting and negotiations progressing
- Not under Acquiring Authority Control and objecting to the CPO



Gateway West



Gateway West



Gateway East



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