

Prepared on behalf of

**The Acquiring Authority
Darlington Borough Council**

**THE DARLINGTON BOROUGH COUNCIL
(DARLINGTON STATION GATEWAY) COMPULSORY PURCHASE ORDER 2021**

**TOWN AND COUNTRY PLANNING ACT 1990
ACQUISITION OF LAND ACT 1981
COMPULSORY PURCHASE INQUIRIES PROCEDURE RULES 2007**

PINS Ref: APP/PCU/CPOP/N1350/3271399

**Darlington Station Gateway MSCP and Public Realm Works
Land Off Neasham Road,
Bank Top, Darlington**

**Proof of Evidence of
David Colley**

Control Sheet

CLIENT: Darlington Borough Council

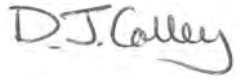
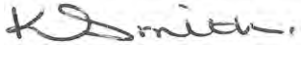
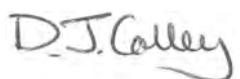
PROJECT TITLE: Darlington Station Gateway MSCP and Public Realm Works
Land Off Neasham Road
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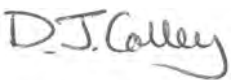
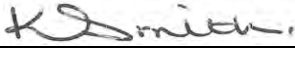
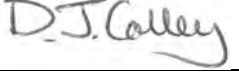
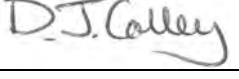
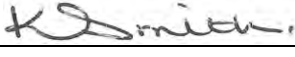
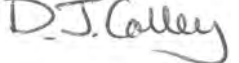
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This document has been prepared in accordance with procedure OP/P02 of the *Fairhurst Quality and Environmental Management System*

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Acknowledgements:

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Appendix DC 1

Drawings East Side

SGMSCP-FHT-Z0-SL-DR-H-00002 P04 - Non Motorised User Plans

SGMSCP-FHT-Z0-SL-DR-H-00005 P06 – Areas of Highway to be Stopped – up and Created

SGMSCP-FHT-Z0-SL-DR-H-00009 P03 – Swept Path Analysis of Proposal Access Arrangements

SGMSCP-FHT-Z0-SL-DR-H-00010 P03 – Proposed Access Arrangements Swept Path Analysis of Neasham Road to Parkgate

SGMSCP-FHT-Z0-SL-DR-H-00012 P05 – Stopping Up Plan

Appendix DC 2

Drawings West Side

Drawing 11789-001 rev C – Non Motorised User Plans

Drawing 11789-002 rev C Areas of Highway to be Created

Drawing 11789-003 rev D – Pensbury Street - Refuse Vehicle

Drawing 11789-004 rev B – Refuse Vehicle Swept Path Analysis – Waverley Terrace

Drawing 11789-005 rev B – Bus Swept Path Analysis – Victoria Road / Park Lane

Drawing 11789-006 rev B – Large Car Swept Path Analysis – Existing Car Park

Drawing 11789-007 rev C – Pensbury Street – Fire Tender and 10m Rigid

Drawing 11789-008 rev C: - Proposed Scheme Layout

1 INTRODUCTION

1.1 *Personal Details*

- 1.1.1 My name is David John Colley. I am a corporate member of the Chartered Institution of Highways and Transportation and a Graduate member of the Institution of Civil Engineers and Institution of Structural Engineers. I hold a B.Eng (hons) degree in Civil Engineering from Trent Polytechnic, Nottingham. In total, I have in excess of 20 years' experience in the transportation and highway assessment of developments, including the provision of expert witness evidence at public inquiries working with Sanderson Associates.
- 1.1.2 I am an Associate Director with Sanderson Associates (Consulting Engineers) Limited. I have gained experience in assessing the highway and transport impact of development on a variety of developments including housing, industrial, commercial and waste disposal uses. These assessments covered network and junction capacity, highway safety and the effect of development on the highway network, as well as assessing alternative modes of transport to and from development. I have prepared Travel Plans for different schemes and have undertaken Road Safety Audits as Audit Team Leader for highway improvement schemes.
- 1.1.3 Before joining Sanderson Associates I was employed by Barnsley Metropolitan Borough Council between September 1993 and September 2001. I held two posts with this authority in the Highway Development Control Section. My last post was Principal Highways Development Control Officer responsible for leading the Highway Development Control Section. This section undertook the assessment of planning applications with regard to traffic and road safety implications for existing and proposed highways and negotiation of off-site improvements, together with the approval of developer's proposals for adoption of prospectively maintainable highways from the design through to the construction stage. I have regularly presented evidence on behalf of Sanderson Associates (Consulting Engineers) Limited and formerly for Barnsley MBC at planning and development plan inquiries.

1.1.4 Sanderson Associates head office is in Huddersfield and is part of Fairhurst a national multi-disciplinary consultancy, and the Company has assessed over 7,000 schemes throughout the country.

1.1.5 I have been appointed by Darlington Borough Council (the Acquiring Authority) to advise on issues of access, traffic capacity, road safety, and servicing in relation to the 2021 CPO Scheme. Notwithstanding this, it is my duty and a professional requirement of the Chartered Institution of Highways and Transportation that I provide evidence in a fair and impartial manner. Therefore, I confirm that the Proof of Evidence I have prepared and that I will subsequently present to the Inquiry, is true and has been prepared and will be presented in accordance with the guidance of my professional institution and I confirm that the opinions expressed are my true and professional opinions.

1.2 ***Background to Involvement***

1.2.1 I have provided advice about the highway and transportation matters for the planning application ref 21/00688/DC together with preparation of the Transport Assessment (SD12 and SD12a) and Travel Plan together with advice about the access arrangements. The Table 1.2.1 below shows the documents prepared by Sanderson Associates included with the Statement of Case documents for the Gateway East proposals.

Statement of Case Ref	Description	Document Reference
SD12	Transport Assessment part 1	ref 11590/001/02 June 2021
SD12a	Transport Assessment part 2	
SD16	Areas of highway to be stopped up or created	ref SGMSCP-FHT-Z0-SL-DR-H-00005 P03*
SD 18	Non-Motorised User Plans	ref SGMSCP-FHT-Z0-SL-DR-H-00002 P03*
SD23	Gateway East Proposed Access Arrangements	ref SGMSCP-FHT-Z0-SL-DR-H-00007 P04
SA24a	Swept Path Analysis of Garbutt Square	ref SGMSCP-FHT-Z0-SL-DR-H-00011 P03
SA24b	Swept Path Analysis of Garbutt Square	ref SGMSCP-FHT-Z0-SL-DR-H-00008 P04
SD42	Stopping Up Plan	ref SGMSCP-FHT-Z0-SL-DR-H-00012 P03*

Table 1.2.1: Sanderson Associates documents prepared for the Gateway East Planning Application included in the Statement of Case

Note. * Depicts revised drawing included in Appendix DC 1.

- 1.2.2 There are revised versions of Statement of Case documents SD16, SD18 and SD42 which are included with my Evidence.
- 1.2.3 I have also provided advice about the highway and transportation matters for the planning application ref 21/00691/DC together with preparation of the Design and Access Statement (SD27) and advice about the access arrangements. Table 1.2.3 below shows the documents prepared by Sanderson Associates included with the Statement of Case documents for the Gateway West proposals.

Statement of Case Ref	Description	Document Reference
SD27	Design and Access Statement	ref 11789/002/01 8 th June 2021 and includes the appendices in Statement of Case Document SD31
SD31	Gateway West, Additional Appendices (Plans of Scheme Layout, Non-Motorised Users, Swept Path Analysis, new highways, design options)	Appendix A: Series of 8 drawings including the 3 listed below and the 5 swept path drawings listed under SD31a Appendix B the DBC Victoria Road Scheme, Appendix C: Arup options, Appendix D: DBC options,
	Non-Motorised User Plans	11789-001 rev A*
	Areas of highway to be Created	11789-002 Rev A*
	Proposed Scheme Layout	11789-008
	Back Pensbury – Small Refuse	Appendix E: SK 009
	Small refuse vehicle turn from the northern end of Pensbury Street into the Back lane	Appendix F: 11789 – SK-005
SD31a	Vehicle Swept path analysis	Series of 5 drawings listed below
	Pensbury Street - Refuse Vehicle	11789-003 rev B*
	Refuse Vehicle Swept Path Analysis – Waverley Terrace	11789-004 rev A*
	Bus Swept Path Analysis – Victoria Road / Park Lane	11789-005 rev A*
	Large Car Swept Path Analysis – Existing Car Park	11789-006 rev A*
	Pensbury Street – Fire Tender and 10m Rigid	11789-007 rev A*

Table 1.2.3: Sanderson Associates documents prepared for the Gateway West planning application included in the Statement of Case

Note. * Depicts revised drawing included in **Appendix DC 2**.

- 1.2.4 There are revised versions of some of the drawings that are included in Statement of Case documents SD31 and SD31a which are included with my Evidence.

1.2.5 Sanderson Associates are part of the Fairhurst group working for Willmott Dixon preparing information for the planning application (ref 21/00688/DC) for the MSCP and Public Realm Works and directly for Darlington Borough Council for the Gateway West Scheme (planning application ref 21/00691/DC). Furthermore, we have prepared documents to support the planning application ref 21/01244/DC for the temporary car park on the former Cattle Market site off Clifton Road.

1.3 ***Scope and Structure of this Evidence***

1.3.1 This Proof of Evidence addresses matters of access, traffic capacity, road safety, and servicing (all transportation related issues) in connection with the objections raised for Plots 12, 14 and 27 (on the east side of the station) together with the objection for Plot 43 (on the western side of the station). This evidence should be read in conjunction with the other evidence provided in relation to the CPO Scheme.

1.3.2 The substance of the objections for Plots 12, 14, 27 and 43 is set out in section 10 of the Acquiring Authority Statement of Case prepared for the CPO inquiry.

1.3.3 My Evidence covers access by all modes of transport and will provide a professional view of the impact of the MSCP scheme and Public Realm works on the East side of the station together with those for the Gateway West proposals on the west side of the station. It considers whether the effects on highway and transportation considerations are viewed to be acceptable in terms of capacity, highway related safety, servicing capability to all parts of the site and general health and safety considerations.

1.3.4 My Evidence sets out information relating to the scheme proposals having regard to the objections to Plots 12, 14, 27 and 43 and responds to or rebuts the objections raised by taking each matter addressed in my Evidence and linking it to each of the objections.

1.3.5 My Evidence includes a brief conclusion with recommendations to the Inquiry.

2 BACKGROUND TO EVIDENCE

2.1 *The Existing Land and Access Arrangements*

- 2.1.1 The CPO Lands extend to approximately 2.1ha on the east side of the station and is in part owned by Darlington Borough Council and Network Rail together with several other plot owners and their tenants/occupiers. The CPO Lands on the western side of the station extend to approximately 0.48ha with several plot owners including Darlington Borough Council and Network Rail. The CPO boundary and individual plots being acquired are shown on the Station Improvements Block Plan (SD22 - Station Improvements, CPO plot Overlay) comprising part of the Statement of Case documents.
- 2.1.2 The CPO Lands encompass a number of streets in whole or in part that are highway maintainable at public expense including Albert Street, Adelaide Street, St John's Place, Victoria Street, Prince's Street together with part of Garbutt Square and Neasham Road on the eastern side together with Park Lane, Victoria Road, Pensbury Street, Waverley Terrace, back lane to Pensbury Street and Willow Place (back lane to Victoria Road and Waverley Terrace). The plan (SD16 Areas of Highway to be Stopped-Up and Created) shows the extents of the highway maintainable at public expense and those roads to be stopped up and areas of new highway being created on the eastern side of the station. There is a revised version of this plan SGMSCP-FHT-Z0-SL-DR-H-00005 P06 – Areas of Highway to be Stopped – Up and Created included in **Appendix DC 1** of my Evidence. Sanderson Associates Drawing 11789-002 Rev C Areas of Highway to be Created (included in **Appendix DC 2** of my Evidence and also reproduced in SD31) shows the extents of the highway maintainable at public expense and areas of new highway being created on the western side of the station.
- 2.1.3 Objections have been raised for Plots 12, 14, 27 and 43 of the CPO Scheme. Details of the plots are provided in The Schedule, Table 1 of the Sealed Order (SD1 Darlington Station Gateway, CPO – Sealed Order) and summarised overleaf for reference:-

- Plot 12 relates to the property 12 Neasham Road, Darlington, DL1 4AD with an area of circa 178 sqm
 - Plot 14 relates to the property 16 Neasham Road, Darlington, DL1 4AD with an area of circa 113 sqm
 - Plot 27 relates to approximately 3,239 sqm of car park situated to the west of 26 Appleby Close, Darlington.
 - Plot 43 relates to the property 1 – 4 Park Lane and 1 Waverley Terrace, Darlington, with an area of circa 489 sqm.
- 2.1.4 Plot 12 is currently used as a takeaway shop (D'Ton Fish & Chips) and house, plot 14 is a shop and house and 27 is used as part of the Garbutt Square station car park.
- 2.1.5 Existing pedestrian and vehicular access to Plot 12 is from Neasham Road and Albert Street and there is no direct vehicular access on to the land from Neasham Road. There appears to be garage accessed via a roller shutter door from Albert Street. The existing pedestrian and vehicular access to Plot 14 is from Neasham Road and Albert Street. There is no direct vehicular access on to the land from Neasham Road although there is a direct gated vehicular access on to the front forecourt area from Albert Street. The existing pedestrian and vehicular access to Plot 27 is from Garbutt Square and is normally accessed via the entry / exit car park barriers controlling access to the Garbutt Square car park, although it has a locked gate direct to Garbutt Square. As can be deduced from the plan at SD22 the streets serving the three plots are affected by the proposals for the Darlington Station MSCP scheme and Public Realm works.
- 2.1.6 With regard to Plots 12 and 14 there is an existing signalised pedestrian crossing on the highway frontage to these plots which effectively prohibits on-street parking in front of the properties because of the crossing and associated 'Zig - Zag' road markings. Furthermore, there are waiting restrictions on Albert Street that prohibit parking at any time adjacent to the two plots.
- 2.1.7 A brief description of the existing streets / highways is provided in section 2.2 of the Transport Assessment (SD 12 Transport Assessment part 1 and SD12a Transport Assessment part 2).

2.1.8 Plot 43 is currently used for part residential accommodation and part as a warehouse / workshop.

2.1.9 Existing pedestrian access to Plot 43 (1 – 4 Park Lane) is from Waverley Terrace and the back lane, Willow Place. There is no direct vehicular access on to the land from Waverley Terrace or Park Lane although there appears to be a potential vehicular access via a roller shutter door on to Willow Place. The existing pedestrian access to Plot 43 (1 Waverley Terrace) is from Waverley Terrace and Willow Place. There is no direct vehicular access on to this part of Plot 43.

2.2 ***Darlington Station Gateway MSCP and Public Realm Scheme (East side)***

2.2.1 Planning permission for the Darlington Station MSCP scheme and Public Realm works on the east side of the station has been obtained under planning reference 21/00688/DC (see SD10). The planning application process is described in the Statement of Case, section 4 – The Permitted Development, under the sub heading Gateway East.

2.2.2 The locations of Plots 12, 14 and 27 in relation to the Darlington Station Gateway MSCP scheme proposals are shown on the Statement of Case plan SD22 (Station Improvements, CPO plot Overlay) and discussed in more detail in Statement of Case paragraphs 7.6.2 and 7.6.3 in respect of Plot 27 and paragraphs 7.6.4 to 7.6.7 in respect of Plots 12 and 14. The extract from plan SD22 overleaf identifies Plots 12 and 14 for reference purposes with a green outline.



Extract 1 from Statement of Case plan SD22 showing plots 12 and 14.

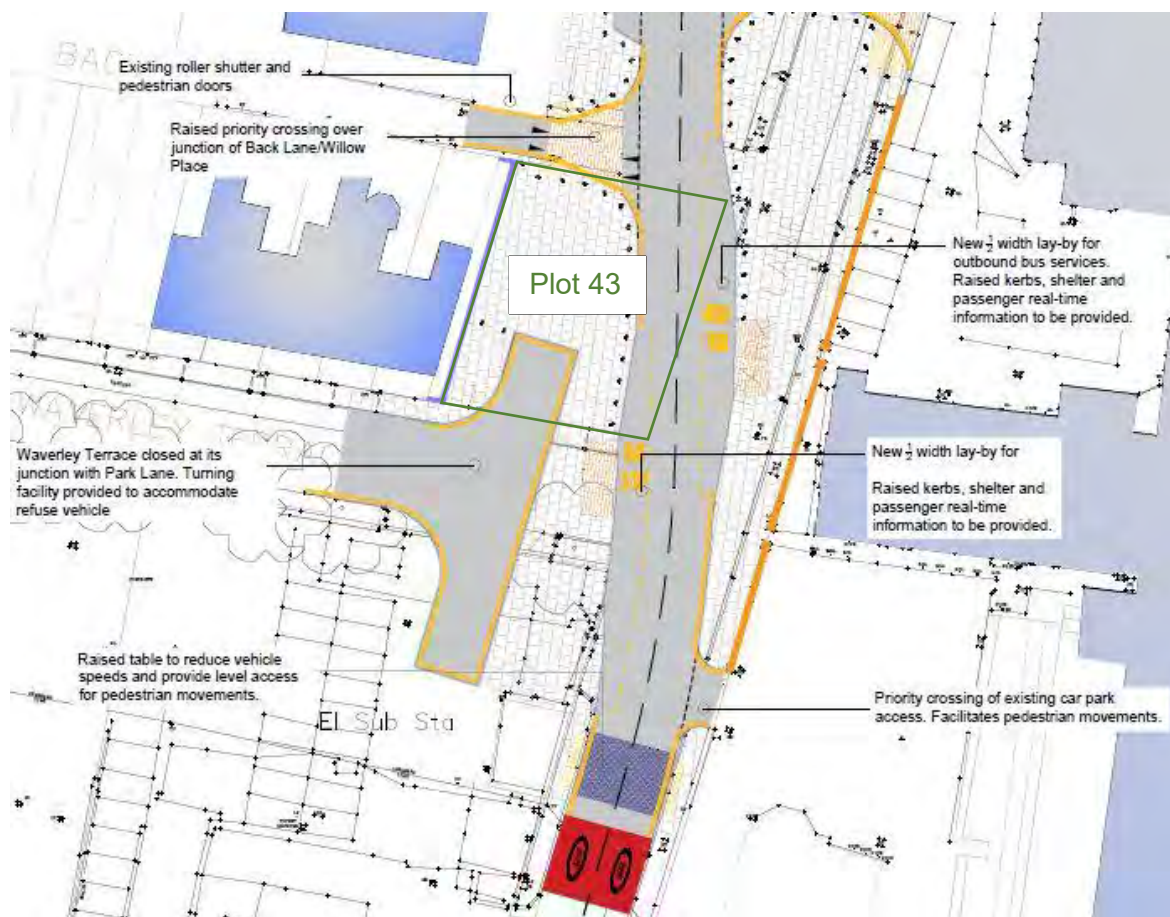
- 2.2.3 Plot 12 lies within the junction area of the proposed access to the pick-up and drop-off area. If Plot 12 in isolation was not acquired it would be necessary to consider a revised location of the pick-up and drop-off access either to the north or south.

- 2.2.4 Plot 14 lies just to the south of the proposed junction area of the access to the pick-up and drop-off area and where pedestrian and cycle access is proposed for the station concourse. If Plot 14 was not acquired it would be necessary to consider a revised location of the pick-up and drop-off access either to the north and changes to the pedestrian and cycle access strategy.
- 2.2.5 Plot 27 is located in part within the proposed construction area of the MSCP building and station concourse to the south of the site. The extract from plan SD22 below identifies Plot 27 for reference purposes with a green outline.



Extract 2 from Statement of Case plan SD22 showing Plot 27.

- 2.2.6 The location of the pick-up and drop-off is in the Multimodal Interchange and Public Realm area of the MSCP scheme and the location of the access to Neasham Road is a function of the MSCP / station concourse building position to the south of this access together with its functional relationship to the building (e.g. pick-up and drop-off of railway users). Furthermore, the public realm area also allows connection to the existing bridge across Parkgate to the north for use by pedestrians and cyclists. It also incorporates access to the existing footbridge across the railway. The use of Plot 27 is a function of the site constraints. See Statement of Case for Redevelopment Constraints paragraphs 2.9.8 to 2.9.10 relating to the position of the MSCP building and Concourse.
- 2.2.7 The Proof of Evidence of Graeme Dodd provides information about the design and planning aspects of the proposals together with the design philosophy for why the MSCP building and pick-up drop-off areas are positioned where they are on the CPO land.
- 2.2.8 Key timescales of the Darlington Station Gateway MSCP scheme and Public Realm works are discussed in the Proof of Evidence of Ian Stewart.
- 2.3 *Darlington Station Gateway - Improvements to Victoria Road and Park Lane for Improved Transport Interchange Facilities on the Western side of the Station***
- 2.3.1 Planning permission for the Darlington Station west side works on the west side of the station has been obtained under planning reference 21/00688/DC (see SD10). The planning application process is described in the Statement of Case, section 4 – The Permitted Development, under the sub heading Gateway West paragraphs 4.3.1 to 4.3.4.
- 2.3.2 The location of Plot 43 in relation to the Darlington Station Gateway West proposals is shown indicatively on Extract 3 overleaf from drawing 11789-008, part of Statement of Case plan SD31, and discussed in more detail in Statement of Case paragraphs 7.6.8 to 7.6.16 in respect of Plot 43. Extract 3 overleaf identifies Plot 43 for reference purposes with a green outline.



Extract 3 from Statement of Case plan SD31 (drawing 11789-008) identifying Plot 43.

- 2.3.3 Plot 43 encompasses part of the proposed turning head at the end of Waverley Terrace, public realm works between Waverley Terrace and Willow Place and part of the realigned Park Lane carriageway and bus laybys on both western and eastern sides. It is proposed to close Waverley Terrace to through traffic and terminate the street with the proposed turning head so as to allow (in part) the provision of the bus stop and layby on the western side of Park Lane.
- 2.3.4 If Plot 43 in isolation was not acquired (as a whole) it would be necessary to consider how the bus stop and Park Lane alignment could be revised together with the provision of a turning head to meet the objectives of the Gateway West proposals.

2.3.5 As part of developing the Gateway West proposals options were considered that included two large plots (Plots 32 (Pensbury Street) and 39 (Hogan's)) only, that is without Plot 43. However, and none of the four options were considered suitable to progress into a more detailed design for further examination nor did they meet the primary objectives for the proposals. Any form of the arrangements, based on acquiring two properties, were considered too compromised even before looking at the more technical design aspects involving road category centreline radius, required visibility splays and stopping sight distances together with safety considerations with regard to the location of a pedestrian crossing facility. The site options considered are discussed in greater detail in sections 4.8 and section 5 (paragraphs 5.1.15 to 5.1.19) of my Evidence.

3 PROPOSED ACCESS ARRANGEMENTS TO THE MSCP and PUBLIC REALM

3.1 *Proposed Pedestrian, Cycle, Public Transport and Vehicular Access*

3.1.1 The proposed Darlington Station MSCP scheme and Public Realm works on the east side of the station are described in section 4.1 of the Transport Assessment (SD12 Transport Assessment part 1) from a highway and transportation perspective. Drawing SD23 Gateway East Proposed Access Arrangements, (ref SGMSCP-FHT-ZO-SL- DR-H- 00007 Rev P04 - Proposed Access Arrangements Option 2:) shows the main pedestrian and cycle routes to access the proposals together with vehicular access via Garbutt Square to the MSCP building and from Neasham Road for the pick-up and drop-off area. The pick-up and drop-off area would also be used to accommodate replacement bus services during disruption to train services. At these times the pick-up / drop-off area would be closed to passengers and the bus replacement services managed for the benefit of passengers and the public.

3.2 *Layout*

3.2.1 The operational and redevelopment constraints on the CPO scheme are discussed in paragraphs 2.9.5 to 2.9.10 of the Statement of Case and further details are provided in paragraphs 7.6.3 to 7.6.7.

3.2.2 Vehicular access (entry / exit) to the MSCP building will be from Neasham Road via the existing Garbutt Square junction (albeit with some improvements) and a new priority vehicular access point to the pick-up / drop-off area from Neasham Road. The creation of the space for the MSCP building, station facilities and station pick-up / drop-off area will require acquisition of land (described in the CPO). The proposed MSCP and Public Realm scheme will necessitate the Stopping-Up of publicly maintainable highways shown on drawing SD42. New areas of highway are being created in association with the proposed access to the drop-off/pick-up area from Neasham Road and the proposed bus layby to the north of Garbutt Square.

3.2.3 Furthermore, to accommodate the MSCP building, station facilities and station pick-up / drop-off area there will be a requirement for improvements along Neasham Road. The following improvements are proposed:-

- Provision of a new bus layby (north bound) on Neasham Road,
- Relocation of an existing signalised pedestrian crossing together with local widening of the footway on the east side of Neasham Road,
- Amendments to part of an existing retaining wall on the west side of Neasham Road to create a 3m wide footway and adjustment of the kerb line as it approaches the Yarm Road roundabout,
- Implementation of traffic management measures (waiting restrictions and parking bays),
- Closure of existing side streets (as detailed above) and old property access points on the west side of Neasham Road,
- The introduction of a new access for the pick-up / drop-off area, and
- Improvements to Garbutt Square to facilitate access to the new MSCP including its junction with Neasham Road.

3.3 ***Vehicular Access from Garbutt Square to the MSCP and the Pick-up Drop-off area from Neasham Road***

3.3.1 The proposals for the access to the MSCP building from Garbutt Square include realignment to create a degree of separation from the rear of residential properties fronting Appleby Close and to access the MSCP building together with changes to the junction radii. Garbutt Square would also allow vehicular access to the Network Rail land to the south of the MSCP land.

- 3.3.2 The access to the pick-up / drop-off area is from a new access on to Neasham Road. It's location is a function of separation distance from the proposed bus layby and signalised pedestrian crossing just to the south of the access. It is also positioned to allow visibility in both directions together with separation from Parkgate / Yarm Road. The signalised pedestrian crossing replaces the existing facility located just to the north of Albert Street. The junction radii are related to the types of vehicle that would access the area which in normal day to day operation include, cars, vans and small rigid vehicles (deliveries to the station concourse) and refuse lorries. The junction is also suitable for access by buses at those times when replacement services need to be accommodated.

3.4 ***Pedestrian Access to the Station Concourse / MSCP***

- 3.4.1 The proposed pedestrian access to the Station Concourse and MSCP building is primarily from Neasham Road. Pedestrian access to the MSCP building is through the station concourse or from the access on the north eastern corner of the MSCP building which utilises the pedestrian / cycle area between the proposed vehicular access to the pick-up / drop-off area and MSCP building. This area is conveniently located adjacent to the new signalised pedestrian crossing and proposed bus layby.
- 3.4.2 The wider context of the pedestrian and cycle connectivity is shown on the Statement of Case drawing SD18 Non-Motorised User Plan (ref SGMSCP-FHT-Z0-SL-DR-H-00002 P03). There is a revised version of this plan SGMSCP-FHT-Z0-SL-DR-H-00002 P04 included in **Appendix DC 1** of my Evidence.

3.5 ***Swept Path Analysis***

- 3.5.1 A vehicular swept path analysis of the proposed accesses is shown on Statement of Case drawings SD24a, SD24b. Supplementary swept path analysis information is shown on two further drawings SGMSCP-FHT-Z0-SL-DR-H-00009 P03 – Swept Path Analysis of Proposal Access Arrangements and SGMSCP-FHT-Z0-SL-DR-H-00010 P03 – Proposed Access Arrangements Swept Path Analysis of Neasham Road to Parkgate which are included in **Appendix DC 1** to my Evidence. These drawings were submitted to support the planning application.

3.5.2 The swept path analysis shows that the proposals are suitable for the vehicles expected to access the proposals.

3.6 ***Public Transport Access***

3.6.1 Interchange between bus and rail would be via facilities on Neasham Road. A new bus layby for north bound services is proposed along with the retention of the existing southbound bus stop. Existing bus stops on Parkgate are to be retained and new bus stop locations on Park Lane / Victoria Road adjacent to the western portico are proposed as part of proposals on that side of the station. These are incorporated within proposed highway improvements at the junction of Park Lane / Victoria Road together with a new access to the retained external parking adjacent to the western portico. The location of the new bus layby on Neasham Road is shown on Statement of Case drawing SD23 Gateway East, Proposed Access Arrangements and those on Park Lane (Gateway West) are shown on Statement of Case drawing SD28 Highway Engineering Layout.

3.7 ***Traffic Capacity***

3.7.1 The effect of the proposals on local junctions is assessed in Chapter 6 of the Transport Assessment (SD 12 Transport Assessment part 1 and SD12a part 2). This sets out the junctions that were assessed and associated junction traffic capacity modelling.

- 3.7.2 The assessment has only identified operational difficulties at the mini roundabout junction of Yarm Road / Neasham Road / B6280 Parkgate. From the results provided in section 6.4 of the Transport Assessment it can be seen that in the 2021 base scenarios, it is predicted that the Neasham Road arm (Arm 3) of this junction operates over its practical capacity of 0.85 RFC in each scenario. All other arms of the junction are predicted to operate within capacity. The assessment of scenarios exceeding capacity, results in an exponential increase in RFC and queuing, which is not necessarily commensurate with the actual number of vehicles being added to the approach flows. Reference to Figure 3 indicates that 4 additional vehicles (gross) in the AM peak, 21 vehicle in the afternoon peak and 31 in the Saturday peak. However, no net allowance has been made for the traffic that could access the existing car parks at the moment which would broadly reduce the values given by 69.9%.
- 3.7.3 With reference to the National Planning Policy Framework it was concluded that, the cumulative residual impact of the development was not severe and therefore should not be prevented on transport grounds and is unlikely to have any discernible impact on the operational safety of the local highway network.
- 3.8 **Road Safety**
- 3.8.1 Section 2.3 of the Transport Assessment (SD 12 Transport Assessment part 1 and SD12a part 2) assessed road traffic collision data has been obtained from the Crashmap database and Darlington Borough Council for the most recent 5 year period available (2015-2019). The study area is identified on Figure 2 of the Transport Assessment and covered a section of the B6280 Parkgate (outlined in red), The B6280 / Neasham Road roundabout (outlined in green), the B6280 Yarm Road (outlined in blue) and Neasham Road (outlined in magenta).
- 3.8.2 It was considered that the proposal will have no material impact on highway safety and the personal injury accident assessment has concluded that there are no specific areas of concern which would necessitate intervention or improvement as a result of the proposals being implemented.

3.9 ***Areas of Highway to be Stopped – Up and Created***

3.9.1 The proposed MSCP and Public Realm scheme will necessitate the stopping-up of publicly maintainable highways as shown plan SD16 Areas of Highway to be Stopped-Up and Created. There is a revised version of this plan SGMSCP-FHT-Z0-SL-DR-H-00005 P06 included in **Appendix DC 1** of my Evidence.

3.9.2 As stated in section 11 of the Statement of Case an application has been made under Section 247 of the Town and Country Planning Act to stop-up highway maintainable at public expense and a plan is included as SD42 – Stopping-Up Plan (SGMSCP-FHT-Z0-SL-DR-H-00012 P03 – Stopping-Up Plan). There is a revised version of this plan SGMSCP-FHT-Z0-SL-DR-H-00012 P05 included in **Appendix DC 1** of my Evidence.

3.10 ***Summary of Highway and Transportation Benefits of the CPO Scheme***

3.10.1 The main benefits with regard to highway and transportation matters for the CPO scheme on the east and west sides of the station are considered to be:-

- i. Facilitates interchange between bus and rail via facilities on Neasham Road. A new bus layby for north bound services is proposed together with the retention of the existing southbound bus stop. The relocated pedestrian crossing allows bus passengers to cross Neasham Road to the south bound stop.
- ii. Increase in parking availability in the longer term including parking for disabled and EV charging which are accessible to the main station via the new linking bridge. Access would be DDA compliant in comparison to the existing footbridge which causes an impediment for disabled persons to use the existing Garbutt Square parking because of the steps. The parking takes into account parking displaced as part of the wider station improvements.
- iii. Improves linkages to Central Park via the recently provided Parkgate bridge through the proposed public realm area.

- iv. Access (entry / exit) to the MSCP building will be from Neasham Road based on the existing Garbutt Square junction.
- v. Provision of a dedicated pick-up / drop-off area for station users and to accommodate bus replacement services during disruption to train services. At these times the pick-up / drop-off area would be closed to passengers and the bus replacement services managed for the benefit of passengers and the public.
- vi. Relocation of an existing signalised pedestrian crossing together with a shared use footway / cycleway on the east side of Neasham Road leading from St Johns Crescent to the crossing point. This integrates in to pedestrian and cycle routes from Central Park and those travelling east / west along Yarm Road.
- vii. Improvements to pedestrian and cycle facilities along Neasham Road adjacent to the proposals.
- viii. Amendments to part of an existing retaining wall on the west side of Neasham Road to facilitate improved pedestrian and cycle connectivity with Parkgate via the widened footway.
- ix. Existing bus stops on Parkgate are to be retained

3.11 Section Summary

- 3.11.1 This section provides information about the proposed Darlington Station MSCP scheme and Public Realm works on the east side of the station in terms of highway and transportation matters and sets out information about the proposed pedestrian, cycle, public transport and vehicular access associated with the proposals.
- 3.11.2 The proposals include vehicular access (entry / exit) to the MSCP building from Neasham Road via the existing Garbutt Square junction and a new priority vehicular access point from Neasham Road to serve the pick-up / drop-off area. Several improvements are proposed along Neasham Road to accommodate the proposals including:-
 - Provision of a new bus layby (north bound) on Neasham Road,

- Relocation of an existing signalised pedestrian crossing together with local widening of the footway on the east side of Neasham Road,
- Amendments to part of an existing retaining wall on the west side of Neasham Road to create a 3m wide footway and adjustment of the kerb line as it approaches the Yarm Road roundabout,
- Provision of pedestrian and cycle facilities along Neasham Road in the vicinity of the site,
- Implementation of traffic management measures (waiting restrictions and parking bays),
- Closure of existing side streets and old property access points on the west side of Neasham Road,
- The introduction of a new access for the pick-up / drop-off area, and
- Improvements to Garbutt Square to facilitate access to the new MSCP including its junction with Neasham Road.

3.11.3 Interchange between bus and rail would be via facilities on Neasham Road. A new bus layby for north bound services is proposed along with the retention of the existing southbound bus stop. Existing bus stops on Parkgate are to be retained and new bus stop locations on Park Lane / Victoria Road adjacent to the western portico are proposed as part of proposals on that side of the station.

3.11.4 The proposed MSCP and Public Realm will necessitate the stopping-up of publicly maintainable highways and these are described including details of an application under S247 of the Town and Country Planning Act to stop-up highway that is affected by the proposals.

4 PROPOSED IMPROVEMENTS AND ACCESS ARRANGEMENTS FOR THE PROPOSAL ON THE WESTERN SIDE OF THE STATION (GATEWAY WEST)

4.1 *Proposed Pedestrian, Cycle, Public Transport and Vehicular Access*

4.1.1 The Gateway West project scope and objectives are outlined in section 1.9 and 1.10 respectively of the Design and Access Statement (D & A) SD27 of the Statement of Case. The proposals are shown on Sanderson Associates Drawing 11789-008 included in **Appendix DC 2** of the Design and Access Statement (SD31) and briefly comprise the realignment of Park Lane to connect directly to Pensbury Street with Victoria Road forming the minor arm at a simple priority junction. The space between the station building and realigned road allows for the creation of a new public realm area at the entrance to the building portico. Bus stops with laybys are included on both sides of the realigned Park Lane. The proposed Gateway West proposals are described in more detail in sections 1.11 to 1.25 of the D & A (SD27) with brief details of the completed Darlington Borough Council Victoria Road scheme outlined in sections 1.12 and 1.13 which the proposals complement. There is a revised version of drawing 11789-008 rev C included in **Appendix DC 2** of my Evidence.

4.2 *Landscape and Urban Design Strategy*

4.2.1 The Landscape and Urban design strategy is covered by the Evidence of Dominic Waugh but for context the design has been undertaken following a number of site visits and discussions with LPA officers (including Historic England) and has looked to follow current guidance including Historic England 'Streets for All' (2018) and 'Manual for Streets 2' (2010). The key themes strive to balance improving highway safety and accessibility for all, whilst acknowledging the local distinctiveness around the heritage asset setting of the station. Detailed design co-ordination has taken place to make sure the scheme looks to reduce clutter within the new streetscape, looking at opportunities to sustain the heritage setting and enhance access for a wider user needs, where possible. The amended Landscape Master plan at SD30 (Fairhurst drawing ref 137397/8002 rev C)

4.3 *Layout*

- 4.3.1 The operational and redevelopment constraints on the CPO scheme are discussed in paragraphs 2.9.5 to 2.9.10 of the Statement of Case and further details of the Gateway West proposals are provided in paragraphs 7.6.8 to 7.6.15.
- 4.3.2 The proposals comprise the realignment of Park Lane to connect directly to Pensbury Street with Victoria Road forming the minor arm at a simple priority junction. The space between the station building and realigned road allows for the creation of a new public realm area at the entrance to the building portico.
- 4.3.3 A new junction is to be formed from Pensbury Street to maintain access to the rear of the properties with a new turning head to allow manoeuvre of the refuse collection vehicle, emergency and service vehicles.
- 4.3.4 Vehicular access to the existing Portico is to be removed with the area becoming pedestrianised. This results in a loss of 21 car parking spaces, however, this has been accounted for in the provision of the proposed multi-storey car park proposals on the eastern side of the railway line. A new access is to be formed to the existing car park to the east of Park Lane, which results in the loss of two parking spaces. From traffic count data obtained as part of the Council's Victoria Road scheme over 6 hours (6th December 2018 - periods 07:00-10:00 & 16:00 – 19:00) 506 vehicles enter and 496 exit the Portico, with 93 entering Pensbury Street and 100 leaving. The average number of vehicles arriving over the 6 hours is 1.4 vehicles per minute.
- 4.3.5 Waverley Terrace is to be closed at its junction with Park Lane and a turning head is to be provided to allow manoeuvre of the refuse collection vehicle.
- 4.3.6 New half width lay-bys are to be provided for bus services along Park Lane and pedestrian facilities are to be improved throughout, including at-grade crossings, tactile paving and widened footways.
- 4.3.7 A Stage 1 Road Safety Audit has been undertaken of the Gateway West proposals.

4.4 *Swept Path Analysis*

- 4.4.1 In order to ensure the proposals accommodate the appropriate vehicle movements, swept path analysis has been undertaken. Five drawings are included at SD31a and listed in Table 1.2.2. There are revised versions of these five drawings included in **Appendix DC 2** of my Evidence. The drawings show that appropriate vehicle turning movements can be accommodated.

4.5 *Public Transport Access*

- 4.5.1 Interchange between bus and rail would be via facilities on Park Lane. New bus stop locations on Park Lane / Victoria Road adjacent to the western portico are proposed as part of proposals on the west side of the station. These are incorporated within proposed highway improvements at the junction of Park Lane / Victoria Road together with a new access to the retained external parking adjacent to the western portico. The location of the new bus laybys on Park Lane is shown on Sanderson Associates Drawing 11789-008 rev c in **Appendix DC 2** of my Evidence,

4.6 *Location, Constraints and Context*

- 4.6.1 A brief description of the existing streets / highway network to the west of Darlington Station Gateway is provided in sections 3.1 to 3.3 of the Design and Access Statement (D & A) SD27 and notes one accident in the vicinity of the Gateway west proposals.

4.7 *Areas of Highway to be Created*

- 4.7.1 As a result of the proposals areas of new highway are created and these are shown on Sanderson Associates Drawing 11789-002 rev C included in **Appendix DC 2** of my Evidence.

4.8 Site Options

- 4.8.1 The development of the Gateway West brief and proposal options is set out in the Design and Access Statement (SD27) at section 4 paragraphs 4.1 to 4.17 with the sketch options included in Statement of Case document SD31 (Appendices C and D of that document).
- 4.8.2 As stated in paragraph 4.1 of the D & A initial discussions, prior to a brief being formed, centred around enhancing the pedestrian offering on the west side of the station. This primarily involved provision for public transport, pedestrian and cycle access. As stated in paragraph 4.2 options were initially developed using the assumption that two properties (Hogan's and Pensbury Street) could be acquired and the required improvements delivered through a highway scheme. Previous arrangements drafted by ARUP consultants (see Appendix C of the D & A SD31) investigated arrangements for drop off areas associated with the sterilisation of the portico turning facility. All had problems with retaining access to Pensbury Street back lane and required further land to be acquired from Network Rail / LNER. DBC's Highway's team were asked to draft further options for internal discussion based on a compact road alignment that slackened the existing 90 degree bend from Victoria Road to Park Lane. A copy of four options is included in Appendix D of the D & A SD31.
- 4.8.3 From DBC internal discussions it was felt that none of the 4 options considered up to that point and based on acquisition of two properties only, met the primary objectives which were considered to be:-
- (a) Creation of a multi-modal interchange with high quality public realm that links and enhances the connection to the town centre.
 - (b) Improved pedestrian and cycling facilities.
 - (c) Better bus interchange facilities.
 - (d) New drop-off and pick-up facilities.
 - (e) Improvement of the link between the town centre and the station to enhance the environment and experience of all users through hard and soft landscaping changes.

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- 4.8.4 The proposed scheme that was taken forward to a planning application (see drawing 11789-008 rev C in **Appendix DC 2**) could arguably deliver all of the above with the exception of the new drop off and pick up facility. However it was felt by DBC that the compromise was acceptable considering the enhanced offering (drop off and pick up facility) to the east of the station.
- 4.8.5 It should be noted that the proposals include a new access to the existing small, 31 space external car park (adjacent to the Portico) which allows up to 20 mins free parking which could be used for short duration, pick –up / drop-off rather than waiting on street.
- 4.8.6 In conclusion DBC felt that the current option (submitted with the Gateway West scheme planning application) provided a better solution than all previous iterations and was progressed to a planning application. I confirm my view that this scheme (drawing 11789-008 rev C) is better than the options considered based on acquiring only two properties and more fully meets the primary objectives (see paragraph 4.8.3 of my Evidence).
- 4.8.7 The benefits of these proposals (drawing 11789-008 rev C) are summarised below:-
- a. Creation of a multi-modal interchange with high quality public realm that links and enhances the connection to Town Centre.
 - b. Improvement of the link between the town centre and the Station to enhance the environment and experience of all users through hard and soft landscaping changes.
 - c. New bus stop locations on Park Lane / Victoria Road adjacent to the western portico are proposed. These are incorporated within highway improvements at the junction of Park Lane / Victoria Road (Gateway West proposals) together with a new access to retained external parking adjacent to the western portico.
 - d. Closing of vehicular access in to the station portico to benefit pedestrian access to the station.
 - e. Footway improvements along Victoria Road and Park Lane linking to the Station portico.

4.9 Section Summary

4.9.1 This section provides information about the proposed Darlington Station Gateway West scope works on the west side of the station in terms of highway and transportation matters and sets out information about the proposals.

4.9.2 Briefly the proposals comprise of the realignment of Park Lane to connect directly to Pensbury Street with Victoria Road forming the minor arm at a simple priority junction. The space between the station building and realigned road allows for the creation of a new public realm area at the entrance to the building portico and the works will complement the completed Darlington Borough Council Victoria Road scheme to the west of the proposals. Features of the Gateway West proposals are:-

- Provision of Bus stops with laybys on both sides of the realigned Park Lane for bus interchange,
- Provision of pedestrian facilities along Park Lane and Victoria Road in the vicinity of the station and creation of new public realm areas including at-grade crossings, tactile paving and widened footways,
- A new junction is to be formed from Pensbury Street to maintain access to the rear of the properties along the back lane. This incorporates a new turning head to allow manoeuvre of the refuse collection vehicle, emergency and service vehicles such that they do not have to reverse on to the Park Lane / Victoria Road junction as they currently do.
- Vehicular access to the existing Portico is to be removed with the area becoming pedestrianised. This results in a loss of 21 car parking spaces re-provided in the MSCP on the east side of the station.
- A new access is to be formed to the existing station car park on the eastern side of Park Lane, which results in the loss of two parking spaces.
- Implementation of traffic management measures (waiting restrictions, layby alterations to existing on-street parking bays and extension of the 20mph speed limit),

- Waverley Terrace is closed at its junction with Park Lane and a turning head is provided to allow manoeuvre of the refuse collection vehicle.
- As a result of the proposals areas of new highway are created primarily comprising of Plots 32 (Pensbury Street), 39 (Hogan's) and 43.

4.9.3 The Landscape and Urban design strategy is covered by the Evidence of Dominic Waugh but for context the design has been undertaken following a number of site visits and discussions with LPA officers (including Historic England) because of the listed building status of the station building.

4.9.4 As part of developing the Gateway West proposals options were considered that included two large plots (Plots 32 (Pensbury Street) and 39 (Hogan's)) only, that is without Plot 43, and none of the four options were considered suitable to progress into a more detailed design for further examination nor did they meet the primary objectives for the proposals. Any form of the arrangements, based on acquiring two properties, were considered too compromised even before looking at the more technical design aspects involving road category centreline radius, required visibility splays and stopping sight distances together with safety considerations with regard to the location of a pedestrian crossing facility.

4.9.5 From DBC internal discussions it was felt that none of the 4 options considered up to that point and based on acquisition of two properties only, met the primary objectives which were considered to be:-

- (a) Creation of a multi-modal interchange with high quality public realm that links and enhances the connection to Town Centre.
- (b) Improved pedestrian and cycling facilities.
- (c) Better bus interchange facilities.
- (d) New drop-off and pick-up facilities.

- (e) Improvement of the link between the town centre and the Station to enhance the environment and experience of all users through hard and soft landscaping changes.

- 4.9.6 The proposed scheme that was taken forward to a planning application could arguably deliver all of the primary objectives with the exception of the new drop off and pick up facility. However it was felt by DBC that the compromise was acceptable considering the enhanced offering (drop-off and pick-up facility) to the East of the station and a new access to the retained car parking was included in the proposals.
- 4.9.7 In conclusion DBC felt that the current option (submitted with the Gateway West scheme planning application) provided a better solution than all previous iterations and I confirm my view that the planning application scheme is better than the options considered based on acquiring only two properties and more fully meets the primary objectives.

5 OBJECTIONS

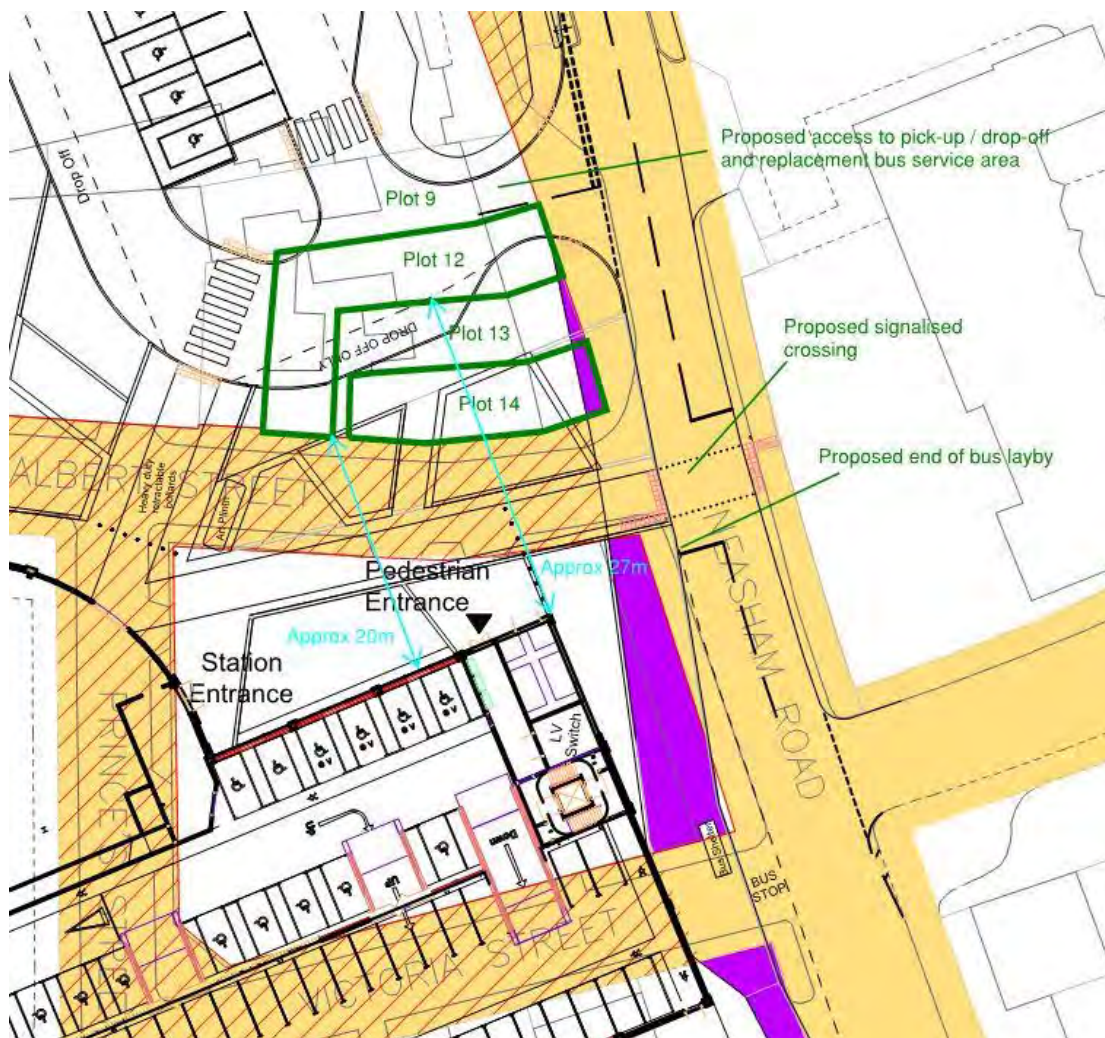
5.1 *What are the Objections for Plots 12, 14 27 and 43*

- 5.1.1 The substance of the objections for Plots 12, 14, 27 and 43 is set out in section 10 of the Acquiring Authority's Statement of Case prepared for the CPO inquiry. There are no specific highway and transportation points raised by the objectors of Plots 12, 14, 27 and 43. However, I have provided my observations and comments in respect of the stated plot objections in so far as the objections assert that there is no need to acquire the property for the CPO Scheme or alternative arrangements (item 7 Plot 43) might be possible that do not incorporate the plot (in whole or part) which would concern or have implications for highway and transportation considerations. Furthermore, the need to acquire a particular plot is partly concerned with highway and transportation considerations which flow from the CPO Scheme proposals taken as a whole entity.

Plot 12

- 5.1.2 Plot 12 Objection point 1 - There is no need to acquire the property for the CPO Scheme. The location of Plot 12 is identified on Extract 1 of my Evidence at paragraph 2.2.2.
- 5.1.3 Plot 12 lies within the junction area of the proposed access to the pick-up and drop-off area and also partially in the cycle route. A small triangular shaped part of the front garden is required for the shared footway / cycleway fronting Neasham Road just to the south of the pick-up and drop-off area access. Drawing SGMSCP-FHT-Z0-SL-DR-H-00005 P06 (**Appendix DC 1**) identifies the area of new highway being created. The location of this access is a function of the MSCP / station concourse building position to the south of this access and its functional relationship to the building (e.g. pick-up and drop-off of railway users). The access is positioned to provide appropriate junction visibility to the north and south and separation to the proposed signalised pedestrian crossing just to the south as well as the bus layby and Yarm Road to the north. It is also located having regard to the vertical alignment of Neasham Road in terms of forward visibility.

- 5.1.4 If Plot 12 in isolation was not acquired it would be necessary to consider a revised location of the pick-up and drop-off access either to the north or south. In this case it could not be moved to the south of Plot 12 (and its current proposed location) as there would be insufficient separation to the bus layby and signalised pedestrian crossing and it would also compromise the provision of pedestrian and cycle access to the new station entrance. These aspects are annotated on Extract 4 below for reference together with approximate dimensions (in cyan) from the MSCP building to the edge of Plot 12.



Extract 4 from drawing SGMSCP-FHT-Z0-SL-DR-H-00005 P06 showing Plot 12 and features to south

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- 5.1.5 Relocating the access to the north of Plot 12 would require the access radii to be positioned to allow for visibility to the south and also the provision of a footway/cycleway minimum 4.5m commensurate with the proposed facilities to the south. It is estimated that the centreline would need to move north by about 7m. The separation from the roundabout would be reduced to approximately 46m which is also the visibility to vehicles exiting the Yarm Road roundabout. 43m is the minimum visibility for a 30mph road and therefore visibility to the north would be reduced to minimum standard provision as well as compromising separation between right turners from the roundabout. Sufficient separation is needed such that a vehicle exiting the roundabout can see a right turner and prepare to stop if needed and also reduce the build-up of vehicles behind it affecting the roundabout. Furthermore, the pick-up and drop-off parking would need to be moved in a northerly direction or otherwise redesigned.
- 5.1.6 Retaining Plot 12 would also introduce an incongruous feature in the streetscape and it would be vulnerable in terms of security and amenity. Work would be required to both party walls since they would become external walls. Access to Plot 12 for normal deliveries and refuse collection would be difficult and it is unlikely that vehicular access on to Plot 12 could be provided because of the effect on pedestrian and cycle safety. This then leads to the issue of residential parking for Plot 12.
- 5.1.7 It is therefore considered that the acquisition of Plot 12 is required for highway and transportation reasons to ensure the proper function of the pick-up and drop-off access and associated parking.

Plot 14

- 5.1.8 Plot 14. The Substance of the Objection does not cite any specific highway or transport matters but nevertheless I shall explain why this land is required because the justification raises highway considerations. The property is situated adjacent to the proposed access to the pick-up and drop-off area and considered to compromise the function of the pedestrian and cycle access to the station entrance. A small trapezoidal shaped part of the front garden is required for the shared footway / cycleway fronting Neasham Road just to the south of the pick-up and drop-off area access. Drawing SGMSCP-FHT-Z0-SL-DR-H-00005 P06 (**Appendix DC 1**) identifies the area of new highway being created. The location of Plot 14 is identified on Extract 4 of my Evidence at paragraph 5.1.4.
- 5.1.9 Plot 14 lies just to the south of the junction area of the proposed access to the pick-up and drop-off area and where pedestrian and cycle access is proposed for the station entrance. The location of these facilities is related to the position of the station entrance and vehicular access and its functional relationship to the station concourse building entrance in terms of short duration parking. It is also related to the position of the proposed signalised pedestrian crossing and the bus layby just to the south.
- 5.1.10 If Plot 14 in isolation was not acquired it would be necessary to consider a revised location of the pick-up and drop-off access either to the north or south. The location of Plot 14 raises similar issues to those if Plot 12 is retained. In this case it could not be moved to the south of its proposed location (and Plot 14) as there would be insufficient separation between it and the MSCP building, to the bus layby and signalised pedestrian crossing and it would also compromise the provision of pedestrian and cycle access to the new station entrance. Relocating the access to the north of Plot 14 would require the access radii to be positioned to allow for visibility to the south and also the provision of a shared footway / cycleway (a minimum of 4.5m) commensurate with the proposed facilities being accommodated passing Plot 14. It would also likely require omission of part of the proposed layby in the pick-up / drop-off area. It is estimated that the centreline would need to move north by about 4m to allow the layby (pick-up / drop-off) to be retained. This would also affect visibility

to the north, the separation from Yarm Road roundabout as well as separation for right turners from the roundabout. Furthermore, the pick-up and drop-off parking would need to be moved in a northerly direction.

5.1.11 The main effect of retaining Plot 14 would be on providing proper pedestrian and cycle access. It would introduce an incongruous feature in the streetscape adjacent to the station entrance and it would be vulnerable in terms of security and amenity for occupiers. Access to Plot 14 for normal deliveries and refuse collection would be difficult and it is unlikely that vehicular access to Plot 14 could be provided because of the effect on pedestrian and cycle safety. This then leads to the issue of residential parking for Plot 14 given the waiting restrictions on Neasham Road and the location of the proposed pedestrian crossing.

5.1.12 It is therefore considered that the acquisition of Plot 14 is required for highway and transportation reasons to ensure the proper function of pedestrian and cycle access to the new station together with the pick-up and drop-off access and associated parking.

Plot 27

5.1.13 Plot 27. The Substance of the Objection does not cite any specific highway or transport matters but I note that the property is situated in part within the MSCP building footprint.

5.1.14 The need to acquire Plot 27 would relate to design and planning matters being covered in the Evidence being prepared by Graeme Dodd and economic, environmental and social benefits covered in Evidence being prepared by Jonathan Spruce.

Plot 43

- 5.1.15 Plot 43. The Substance of the Objection is set out in section 10 of the Acquiring Authority's Statement of Case item 5, and does not cite any specific highway or transport matters but at point 7 it notes that *an alternative scheme design (based on need, not what is 'desirable') could avoid acquisition of Plot 43*. The process of considering options for the Gateway West proposals is described in section 4.8 of my Evidence paragraphs 4.8.1 to 4.8.3 and the relationship to the current proposals is indicatively shown on Extract 3 paragraph 2.3.2.
- 5.1.16 If Plot 43 in isolation was not acquired (as a whole) it would be necessary to consider how the bus stops and Park Lane alignment could be revised to meet the objectives of the Gateway West proposals. The main issue is creating the road space for the two bus stops on Park Lane. The first aspect would be closing the Waverley Terrace / Park Lane junction with a consequent requirement for a turning head. In this case it would be possible to create a turning head by utilising part of the former cattle market site land although the land is not included in the CPO boundaries. This would affect at least 2 further trees (subject to a TPO) on the southern side of Waverley Terrace rather than just one identified in the proposals, a total of three trees. The next aspect would be the location of the bus stops. There is insufficient carriageway space to accommodate the proposed bus laybys which are desirable to reduce the impact on the free flow of traffic on Park Lane. The next aspect is where the realignment could start which is north of Willow Terrace. This would result in the Park Lane alignment that was considered in DBC Options 1 to 4 discussed in the D & A at paragraph 4.3. None of these four options were considered suitable to progress into a more detailed design for further consideration. Any form of this arrangement (based on acquiring two properties) was considered too compromised even before looking at the more technical aspects involving road category centreline radius, required visibility splays and stopping sight distances together with safety considerations with regard to the location of a pedestrian crossing facility.

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- 5.1.17 I concur with this view for the four DBC options and note that it is usual practice to submit highway works for a Road Safety Audit which would examine the proposals for aspects of safety and make recommendations to address problems that were raised.
- 5.1.18 Following consideration of the options available based on acquiring two properties a further option was considered by including an additional property (Plot 43). Development of a scheme incorporating this land culminated in the scheme submitted for planning permission and shown on Sanderson Associates Drawing 11789-008 rev C.
- 5.1.19 I confirm my view that this scheme (drawing 11789-008 rev C) is better than the options considered based on acquiring just two properties only and more fully meets the primary objectives (see paragraph 4.8.3 of my evidence).
- 5.1.20 It is therefore considered that the acquisition of Plot 43 is required for highway and transportation reasons to ensure the proper function of the Gateway West scheme.

6 SUMMARY OF EVIDENCE AND CONCLUSIONS

- 6.1 This section of my Evidence serves as my summary proof of evidence at the Inquiry. It addresses matters of access, traffic capacity, road safety, and servicing (all transportation related issues) in connection with the objections raised for Plots 12, 14 and 27 (on the east side of the station) together with the objection for Plot 43 (on the western side of the station).
- 6.2 It considers whether the effects on highway and transportation considerations are viewed to be acceptable in terms of capacity, highway related safety, servicing capability to all parts of the site and general health and safety considerations.
- 6.3 The CPO Land extends to approximately 2.1ha on the east side of the station and approximately 0.48ha on the western side of the station.
- 6.4 The CPO Lands encompass a number of streets in whole or part that are highway maintainable at public expense including Albert Street, Adelaide Street, St John's Place, Victoria Street, Prince's Street together with part of Garbutt Square and Neasham Road on the eastern side together with Park Lane, Victoria Road, Pensbury Street, Waverley Terrace, back lane to Pensbury Street and Willow Place (back lane to Victoria Road and Waverley Terrace). Highway affected by the CPO Scheme is to be stopped-up and new areas of highway will be created as part of the proposals.
- 6.5 Planning permission for the Darlington Station MSCP scheme and Public Realm works on the east side of the station has been obtained under planning reference 21/00688/DC. Planning permission for the Darlington Station west side works on the west side of the station has been obtained under planning reference 21/00688/DC.
- 6.6 Objections have been raised for Plots 12, 14, 27 and 43 of the CPO Scheme and these are summarised below:-
- Plot 12 relates to the property 12 Neasham Road, Darlington, DL1 4AD with an area of circa 178 sqm
 - Plot 14 relates to the property 16 Neasham Road, Darlington, DL1 4AD with an area of circa 113 sqm

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- Plot 27 relates to approximately 3,239 sqm of car park situated to the west of 26 Appleby Close, Darlington.
 - Plot 43 relates to the property 1 – 4 Park Lane and 1 Waverley Terrace, Darlington, with an area of circa 489 sqm.
- 6.7 The locations of Plots 12, 14, 27 and 43 in relation to the CPO scheme are described in Section 2 and in summary Plots 12 and 14 lay within the junction area of the proposed access to the pick-up and drop-off area; Plot No 27 is located in part within the proposed construction area of the MSCP building and station concourse to the south of the site with Plot No 43 encompassing part of the proposed turning head at the end of Waverley Terrace, public realm works between Waverley Terrace and Willow Place and part of the realigned Park Lane carriageway and bus laybys on both western and eastern sides.
- 6.8 Section 3 of my Evidence provides information about the proposed Darlington Station MSCP scheme and Public Realm works on the east side of the station in terms of highway and transportation matters and sets out information about the proposed pedestrian, cycle, public transport and vehicular access associated with the proposals.
- 6.9 The proposals include vehicular access (entry / exit) to the MSCP building from Neasham Road via the existing Garbutt Square junction and a new priority vehicular access point from Neasham Road to serve the pick-up / drop-off area. Several improvements are proposed along Neasham Road to accommodate the proposals including:-
- Provision of a new bus layby (north bound) on Neasham Road,
 - Relocation of an existing signalised pedestrian crossing together with local widening of the footway on the east side of Neasham Road,
 - Amendments to part of an existing retaining wall on the west side of Neasham Road to create a 3m wide footway and adjustment of the kerb line as it approaches the Yarm Road roundabout,

- Provision of pedestrian and cycle facilities along Neasham Road in the vicinity of the site,
- Implementation of traffic management measures (waiting restrictions and parking bays),
- Closure of existing side streets and old property access points on the west side of Neasham Road,
- The introduction of a new access for the pick-up / drop-off area, and
- Improvements to Garbutt Square to facilitate access to the new MSCP including its junction with Neasham Road.

- 6.10 Interchange between bus and rail would be via facilities on Neasham Road. A new bus layby for north bound services is proposed along with the retention of the existing southbound bus stop. Existing bus stops on Parkgate are to be retained and new bus stop locations on Park Lane / Victoria Road adjacent to the western portico are proposed as part of proposals on that side of the station.
- 6.11 The proposed MSCP and Public Realm will necessitate the stopping-up of publicly maintainable highways and these are described including details of an application under S247 of the Town and Country Planning Act to stop-up highway that is affected by the proposals.
- 6.12 Section 4 of my Evidence provides information about the proposed Darlington Station Gateway West scope of works on the west side of the station in terms of highway and transportation matters and sets out information about the proposals.
- 6.13 Briefly the proposals comprise of the realignment of Park Lane to connect directly to Pensbury Street with Victoria Road forming the minor arm at a simple priority junction. The space between the station building and realigned road allows for the creation of a new public realm area at the entrance to the building portico and the works will complement the completed Darlington Borough Council Victoria Road scheme to the west of the proposals. Features of the Gateway West proposals are:-

- Provision of Bus stops with laybys on both sides of the realigned Park Lane for bus interchange,
- Provision of pedestrian facilities along Park Lane and Victoria Road in the vicinity of the station and creation of new public realm areas including at-grade crossings, tactile paving and widened footways,
- A new junction is to be formed from Pensbury Street to maintain access to the rear of the properties along the back lane. This incorporates a new turning head to allow manoeuvre of the refuse collection vehicle, emergency and service vehicles such that they do not have to reverse on to the Park Lane / Victoria Road junction as they currently do.
- Vehicular access to the existing Portico is to be removed with the area becoming pedestrianised. This results in a loss of 21 car parking spaces re-provided in the MSCP on the east side of the station.
- A new access is to be formed to the existing station car park on the eastern side of Park Lane, which results in the loss of two parking spaces.
- Implementation of traffic management measures (waiting restrictions, layby alterations to existing on-street parking bays and extension of the 20mph speed limit),
- Waverley Terrace is closed at its junction with Park Lane and a turning head is provided to allow manoeuvre of the refuse collection vehicle.
- As a result of the proposals areas of new highway are created primarily comprising of Plots 32 (Pensbury Street), 39 (Hogan's) and 43.

6.14 The Landscape and Urban design strategy is covered by the Evidence of Dominic Waugh but for context the design has been undertaken following a number of site visits and discussions with LPA officers (including Historic England) because of the listed building status of the station building.

- 6.15 As part of developing the Gateway West proposals options were considered that included two large plots (Plots 32 (Pensbury Street) and 39 (Hogan's)) only, that is without Plot 43, and none of the four options were considered suitable to progress into a more detailed design for further examination nor did they meet the primary objectives for the proposals. Any form of the arrangements, based on acquiring two properties, were considered too compromised even before looking at the more technical design aspects involving road category centreline radius, required visibility splays and stopping sight distances together with safety considerations with regard to the location of a pedestrian crossing facility.
- 6.16 From DBC internal discussions it was felt that none of the 4 options considered up to that point and based on acquisition of two properties only, met the primary objectives which were considered to be:-
- (a) Creation of a multi-modal interchange with high quality public realm that links and enhances the connection to the town centre.
 - (b) Improved pedestrian and cycling facilities.
 - (c) Better bus interchange facilities.
 - (d) New drop-off and pick-up facilities.
 - (e) Improvement of the link between the town centre and the station to enhance the environment and experience of all users through hard and soft landscaping changes.
- 6.17 The proposed scheme that was taken forward to a planning application could arguably deliver all of the primary objectives with the exception of the new drop off and pick up facility. However it was felt by DBC that the compromise was acceptable considering the enhanced offering (drop-off and pick-up facility) to the East of the station and a new access to the retained car parking was included in the proposals.
- 6.18 In conclusion DBC felt that the current option (submitted with the Gateway West scheme planning application) provided a better solution than all previous iterations and I confirm my view that the planning application scheme is better than the options considered based on acquiring only two properties and more fully meets the primary objectives.

- 6.19 The substance of the objections for Plots 12, 14, 27 and 43 is set out in section 10 of the Statement of Case. There are no specific highway and transportation points raised by the objectors of Plots 12, 14, 27 and 43. However, I have provided my observations and comments in respect of the stated plot objections in so far as the objections assert that there is no need to acquire the property for the CPO Scheme or alternative arrangements (item 7 Plot 43) might be possible that do not incorporate the plot which would concern or have implications for highway and transportation considerations. Furthermore, the need to acquire a particular plot is partly concerned with highway and transportation considerations which flow from the CPO Scheme proposals taken as a whole entity.
- 6.20 I have reviewed the objections for plots 12, 14, 27 and 43 in relation to highway and transportation matters and information prepared to support the planning applications on the east and west sides of the station. In my view the objections are not valid for the following reasons:-
- i. Plot No 12. Lays within the junction area of the proposed access to the pick-up and drop-off area and also partially in the cycle route. A small triangular shaped part of the front garden is required for the shared footway / cycleway fronting Neasham Road.
 - ii. The effect of not acquiring Plot 12 has been considered in My Evidence and it has been determined that there would be insufficient separation to the bus layby and signalised pedestrian crossing and it would also compromise the provision of pedestrian and cycle access to the new station entrance if an access was provided to the south of Plot 12.

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- iii. Relocating the access to the north of Plot 12 has also been considered which would require the access radii to be positioned to allow for visibility to the south and also the provision of a footway/cycleway minimum 4.5m commensurate with the proposed facilities to the south. It is estimated that the centreline would need to move north by about 7m. The separation from the roundabout would be reduced and visibility to the north would be reduced to minimum standard provision as well as compromising separation between right turners and the roundabout. Sufficient separation is needed such that a vehicle exiting the roundabout can see a right turner and prepare to stop if needed and also reduce the build-up of vehicles behind it affecting the roundabout. Furthermore, the pick-up and drop-off parking would need to be moved in a northerly direction or otherwise redesigned.
 - iv. Retaining Plot 12 would also introduce an incongruous feature in the streetscape and it would be vulnerable in terms of security and amenity and lead to the issue of residential parking for the plot.
 - v. Plot No 14. Is situated adjacent to the proposed access to the pick-up and drop-off area and considered to compromise the function of the pedestrian and cycle access to the station entrance. The location of these facilities is related to the position of the station entrance and vehicular access and its functional relationship to the station concourse building entrance in terms of short duration parking. It is also related to the position of the proposed signalised pedestrian crossing and the bus layby just to the south. A small trapezoidal shaped part of the front garden is required for the shared footway / cycleway fronting Neasham Road just to the south of the pick-up and drop-off area access.

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- vi. The effect of not acquiring Plot 14 has been considered in my Evidence. The location of Plot 14 raises similar issues to those if Plot 12 was retained. In this case it could not be moved to the south of Plot 14 as there would be insufficient separation between it and the MSCP building, to the bus layby and signalised pedestrian crossing and it would also compromise the provision of pedestrian and cycle access to the new station entrance.
 - vii. Relocating the access to the north of Plot 14 would require the access to be positioned to allow for visibility to the south and also the provision of a shared footway / cycleway (a minimum of 4.5m) commensurate with the proposed facilities to the south. It is estimated that the centreline would need to move north by about 4m to allow the layby (pick-up / drop-off) to be retained. This would also affect visibility to the north, the separation from Yarm Road roundabout as well as separation for right turners from the roundabout. Furthermore, the pick-up and drop-off parking would need to be moved in a northerly direction.
 - viii. The main effect of retaining Plot 14 would be on providing proper pedestrian and cycle access. It would introduce an incongruous feature in the streetscape adjacent to the station entrance and it would be vulnerable in terms of security and amenity for occupiers. Access to Plot 14 for normal deliveries and refuse collection would be difficult and it is unlikely that vehicular access to Plot 14 could be provided because of the effect on pedestrian and cycle safety leading to the issue of residential parking.
 - ix. It is therefore considered that the acquisition of Plots 12 and 14 is required for highway and transportation reasons to ensure the proper function of pedestrian and cycle access to the new station together with the pick-up and drop-off access and associated parking.

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- x. Plot 27. The Substance of the Objection does not cite any specific highway or transport matters but I note that the property is situated in part within the MSCP building footprint. The need to acquire Plot 27 would relate to design and planning matters being covered in the Evidence being prepared by Graeme Dodd and economic, environmental and social benefits covered in Evidence being prepared by Jonathan Spruce.
- xi. Plot 43. The Substance of the Objection does not cite any specific highway or transport matters but at point 7 it notes that an alternative scheme design (based on need, not what is 'desirable') could avoid acquisition of plot 43. The process of considering options for the Gateway West proposals is described in section 4.8 of My Evidence.
- xii. As part of developing the Gateway West proposals options were considered that included two large plots (Plots 32 (Pensbury Street) and 39 (Hogan's)) only, that is without Plot 43, and none of the four options were considered suitable to progress into a more detailed design for further examination nor did they meet the primary objectives for the proposals. Any form of the arrangements, based on acquiring two properties, were considered too compromised even before looking at the more technical design aspects involving road category centreline radius, required visibility splays and stopping sight distances together with safety considerations with regard to the location of a pedestrian crossing facility.
- xiii. The primary objectives for Gateway West were considered to be:-
- (a) Creation of a multi-modal interchange with high quality public realm that links and enhances the connection to Town Centre.
 - (b) Improved pedestrian and cycling facilities.
 - (c) Better bus interchange facilities.
 - (d) New drop-off and pick-up facilities.
 - (e) Improvement of the link between the town centre and the Station to enhance the environment and experience of all users through hard and soft landscaping changes.

- xiv. In conclusion DBC felt that the current option (submitted with the Gateway West scheme planning application) provided a better solution than all previous iterations and I confirm my view that the planning application scheme is better than the options considered based on acquiring only two properties and more fully meets the primary objectives.
- xv. It is therefore considered that the acquisition of Plots 43 is required for highway and transportation reasons.

6.21 The main benefits with regard to highway and transportation matters for the CPO scheme on the east and west sides of the station are considered to be:

- i. Facilitates interchange between bus and rail via facilities on Neasham Road. A new bus layby for north bound services is proposed together with the retention of the existing southbound bus stop. The relocated pedestrian crossing allows bus passengers to cross Neasham Road to the south bound stop.
- ii. Increase in parking availability in the longer term including parking for disabled and EV charging which are accessible to the main station via the new linking bridge. Access would be DDA compliant in comparison to the existing footbridge which causes an impediment for disabled persons to use the existing Garbutt Square parking because of the steps. The parking takes into account parking displaced as part of the wider station improvements.
- iii. Improves linkages to Central Park via the recently provided Parkgate bridge through the proposed public realm area.
- iv. Access (entry / exit) to the MSCP building will be from Neasham Road based on the existing Garbutt Square junction.
- v. Provision of a dedicated pick-up / drop-off area for station users and to accommodate bus replacement services during disruption to train services. At these times the pick-up / drop-off area would be closed to passengers and the bus replacement services managed for the benefit of passengers and the public.

- vi. Relocation of an existing signalised pedestrian crossing together with a shared use footway / cycleway on the east side of Neasham Road leading from St Johns Crescent to the crossing point. This integrates in to pedestrian and cycle routes from Central Park and those travelling east / west along Yarm Road.
- vii. Improvements to pedestrian and cycle facilities along Neasham Road adjacent to the proposals.
- viii. Amendments to part of an existing retaining wall on the west side of Neasham Road to facilitate improved pedestrian and cycle connectivity with Parkgate via the widened footway.
- ix. Existing bus stops on Parkgate are to be retained
- x. Creation of a multi-modal interchange with high quality public realm that links and enhances the connection to Town Centre.
- xi. Improvement of the link between the town centre and the Station to enhance the environment and experience of all users through hard and soft landscaping changes.
- xii. New bus stop locations on Park Lane / Victoria Road adjacent to the western portico are proposed. These are incorporated within highway improvements at the junction of Park Lane / Victoria Road (Gateway West proposals) together with a new access to retained external parking adjacent to the western portico.
- xiii. Closing of vehicular access in to the station portico to benefit pedestrian access to the station.
- xiv. Footway improvements along Victoria Road and Park Lane linking to the Station portico

6.22 The Inspector is therefore respectfully requested to confirm the 2021 CPO on the basis that the four plots 12, 14, 27 and 43 are all needed to ensure the proper function of pedestrian and cycle access to the new MSCP and station together with the pick-up and drop-off access and associated parking and for the improvements on the western side of the station.

7 DECLARATON

- 7.1 My Proof of Evidence includes all facts which I regard as being relevant to the opinions which I have expressed and the Inquiry's attention has been drawn to any matter which would affect the validity of that opinion.
- 7.2 I believe the facts I have stated in this Proof of Evidence are true and that the opinions expressed are correct.
- 7.3 I understand my duty to the Inquiry to assist it with matters within my expertise and I believe that I have complied with that duty.