

RESULTS FROM THE COUNCIL'S CONSULTATIONS WITH RESIDENTS IN MAY / JUNE 2017 AND STATUTORY CONSULTEES.

THE BRIEF HAS BEEN DESIGNED TO ADDRESS COMMENTS WHERE PRACTICABLE.

Residents / Forum Name	Comments Received	DBC'S response	Subsequent changes made to the Planning & Development Brief following consultations
Blackwell Residents Forum	Were not supportive of apartments on He1 a	The technical assessment concludes that this site could successfully support a range of development forms including mews cottages, houses and apartment blocks. The brief was changed to reflect the wording referred to above. .	Wording was changed to reflect wider uses with the residents association following the meeting (and before the start of the public consultations) and will be reviewed with Historic England.
Blackwell Residents Forum	Concern over access to the east of He1- burglars alley	It is currently envisaged that the boundary of the land sold would be up to the existing boundary, so there would be no public access/route to the east of He1.	The plan used for the disposal of the site in the sales particulars will show the land for sale, up to existing boundaries.
Blackwell Residents Forum	Suggested that the corner of He3 to the east would be reduced so that it doesn't come up to the Ha Ha and listed building.	The Council is keen to restore the Ha Ha and preserve the views. This should be dealt with through the planning process.	Wording was changed to reflect the feedback following the meeting with the residents association (and before the start of the public consultations)
Blackwell Residents Forum	Through the meeting there were issues raised about land ownership and disposal of the sites.	To assist with queries, Frequently Asked Questions were compiled and these are shown at Appendix 5.	Note that this was not relevant to the Planning and Development Brief.
Blackwell Residents Forum	Concerns were shown over the distances from properties on Blackwell Lane and any new development on He1a.	A plan has been prepared showing indicative cross sections and indicative distances. The distances are in excess of normal required distances and have been described as approximately 35 metres. This form of development could include	Note that the majority of trees on site will be retained, providing screening along Blackwell Lane. An independent tree survey has been undertaken and there are

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		apartments.	some trees identified as being in a dangerous condition and it is planned to remove these on grounds of Health and Safety.
Blackwell Residents Forum	Concern over parking and football fans.	Site management issues to be considered.	Noted but not relevant to the Planning and Development Brief
(Resident no 1)	<p>Highway access to He1</p> <p>I live at 47 Blackwell Lane on the boundary with the golf course some 70 metres to the East of the western end of He1 as shown on the Public Consultation Plan Feb/March 2017.</p> <p>I am contacting you because I have had a visit from the neighbour across the road who has been to see you and has apparently been told that the new access road is going into the old entrance in the wall.</p> <p>The relevance to me is that this is only some 12 metres from my boundary.</p> <p>Before I came to the town hall the other day I walked the tree line and found the point at which the access road is shown on the plan. That is some 50 metres from my</p>	<p>The preferred access into HE1 is proposed to utilise the old entrance to the site. This would be in the form of a private access to serve a limited number of properties similar in nature to the access that serves the neighbouring properties of 41, 43 and 47 Blackwell. Adequate visibility for the speed of the road can be achieved from this point as shown on the drawings.</p>	

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	<p>boundary. The tree line has been mapped as it appears on the ground so there appears to be a conflict between the plan and what my neighbours have been told.</p> <p>Obviously if the access road is going to be some 40 metres nearer my property than where it is on the plan then this makes a very great difference to the approach of me and all the immediate neighbours to the proposal.</p> <p>I will be happy to come and discuss it or to show you on the ground what we mean but we do need to know precisely where you intend the access road to be.</p>		
(Resident no 2)	<p>Highways access to He1</p> <p>I would like to register a formal objection to the proposed access point to the HE1 development at the top of the hill opposite number 50 Blackwell lane.</p> <p>I personally think this is a dangerous proposition as this proposed access is on a blind bend and vehicles travelling up the hill are regularly travelling at high</p>	<p>The site access was carefully considered and based on the drawings produced to date, adequate visibility for the speed and type of the road can be achieved. There may be some form of traffic calming feature and the junction would be brought forward from its current position to assist visibility onto Blackwell Lane. Based on Police records there are no reported accidents on this section of Blackwell Lane in the previous 5 years data.</p>	

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	<p>speeds! I live across the road from the proposed access and have nearly been 'rear ended' numerous times over the 20 years I have lived there.</p> <p>I am not objecting to the overall development of the site it's just that I feel the entrance/exit should be in a safer location where cars leaving the site would have a longer and clearer view of traffic travelling along Blackwell Lane.</p>		
(Resident no 3)	<p>Highways access</p> <p>Please could you confirm there will not be a road entrance through the listed wall and Historic woods opposite 124/126 Blackwell Lane.</p>	<p>There are no current plans to provide a new entrance to the site opposite 124/126 Blackwell Lane</p>	
(Resident no 4)	<p>I have been looking at the above plan, having been made aware of it by xx, and am concerned that it does not show clear detail of the proposed access point opposite our property no 50 Blackwell Lane. This access point is clearly shown on the TGP Architects plan dated February/March 2017 which you provided us with during our visit to the Town Hall.</p> <p>Some other residents now seem to believe that the only proposed</p>	<p>The site access was carefully considered and based on the drawings produced to date, adequate visibility for the speed and type of the road can be achieved. There may be some form of traffic calming feature and the junction would be brought forward from its current position to assist visibility onto Blackwell Lane. Based on Police records there are no reported accidents on this section of Blackwell Lane in the previous 5 years data. This access would be in the form of a private access to serve a limited number of properties similar in nature to the existing access that serves the</p>	

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	<p>access will near to Hartford Rd as a result of this new incomplete plan, and they may be making comments/objections based on incomplete or incorrect information.</p> <p>Further comments made by letter- Access to He1 from Blackwell Lane:</p> <p>Proposed access is at its narrowest part of Blackwell Lane and we do not believe this to be the safest solution. Blackwell Lane is used as a short cut from Carmel Road to the Town Centre; there are a number of learner drivers using the test route on this very busy road.</p> <p>There are safety issues involving vehicles travelling from Grange Road at speed and often in the centre of the road when they reach the proposed access point.</p> <p>All the other properties on the south side of Blackwell Lane close to this proposed access have limited vision causing difficulties for them an oncoming traffic and some minor empty mirrors to assist when</p>	<p>neighbouring properties of 41, 43 and 47 Blackwell.</p> <p>A speed survey was carried out in March 2013 and this showed average vehicle speeds of 24mph in the area where the HE1 access is proposed. The same survey showed that vehicle numbers along Blackwell Lane are relatively low (in the order of 180 vehicles in the peak hours) with a 24 hour total around 1500 vehicles.</p>	

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	<p>existing their driveways. There have already been several collisions between cars and a telegraph pole on this section of road.</p> <p>The narrow section also attracts some displacement parking, shoppers, attendees at South Park events and Darlington FC fixtures, which adds to the risks.</p> <p>Discussions with Highways officers at the 2015 consultation suggested that this access point was unlikely to be used.</p> <p>The main access in 2015, from the rear of the Hotel, a road parallel to Blackwell Lane, providing access to both sites including He1 would be preferred, since this is the widest point, with the best site lines in both directions. This rear access to the Hotel is extensively used. Please re- consider in the interests of everyone's safety.</p>		
Tees Valley Local Access Forum (no 5)	<p>Sustainable Travel</p> <p>Thank you for the opportunity to comment on the Planning and Development Brief for Land to the</p>		Officers will revisit the Landscape and Restoration Plan access proposals.

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	<p>east of Carmel Road South (formerly Blackwell Grange Golf Course). I forwarded your consultation papers to the volunteer members of the Tees Valley Local Access Forum for their view. The Local Access Forum is a statutory body and is interested in the development of PRow and, as a consequence, sustainable travel. Part of the papers available state, 'Pedestrian and Cycle Movement 43. A number of options exist to achieve surfaced connections from east to west across the site and developers must demonstrate how this can be achieved, in tandem with other access and connectivity requirements identified in the brief. This lit and surfaced route must be suitable for both pedestrians and cyclists and may also provide an opportunity for enhanced access for disabled people to enjoy the landscape.'</p> <p>The members of the Forum would like to add that there needs to be serious consideration given to sustainable forms of transport to</p>	<p>The site is served by public transport with services along Grange Road into Darlington town centre and out of town to Richmond/Catterick (every 20 minutes, Monday-Saturday daytime); to Hurworth (every 30 minutes, Monday-Saturday daytime); and to Northallerton (every 120 minutes, Monday-Saturday daytime) There are two pairs of bus stops on Grange Road – one outside the Blackwell Grange Hotel entrance, and the other adjacent to the roundabout junction with Grange Road/Parkside. A new pedestrian route will be created as part of this development from the latter pair of bus stops into the development site. Walking and cycling routes into Darlington town centre are described below.</p> <p>The A167 Grange Road has a speed limit of 40mph, high levels of traffic (over 90,000 vehicles per week, with 1237 vehicles during the weekday AM peak), a narrow footway and no facilities for cyclists. It is not an advisory cycle route on the Darlington</p>	

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	<p>access the development from Darlington town and vice versa.</p> <p>More widely, the A167 which runs along the southern boundary of this site, has a narrow footway and no cycle lane; a no-go area for cyclists.</p> <p>On the northern boundary of the site is Coniscliffe Road, designated as an on-road cycle route. There is no cycle lane or path along this road and is only suitable for confident cyclists.</p> <p>Thank you for the opportunity to comment.</p>	<p>cycle map for this reason. There are currently no plans to provide a cycle route along Grange Road.</p> <p>There is an alternative route which does not use Grange Road.</p> <p>i) Along Parkside, then through South Park to Victoria Embankment, over Polam Bridge and along Polam Lane to toucan crossing over Grange Road. From here join the signed route into Darlington town centre.</p> <p>The northern boundary of the site is Blackwell Lane which has a 30mph speed limit and low traffic levels (an average of less than 10,000 vehicles per week, with 152 vehicles during the weekday AM peak). It is an advisory on road route on the Darlington cycle map. This forms part of the signed route from Blackwell to the town centre and uses a combination of quiet roads and off road cycle routes through Southend Park.</p> <p>Coniscliffe Road is not designated as an advisory cycle route on the Darlington cycle map. Blackwell Lane to the south or Cleveland Terrace to the north are advisory routes.</p>	

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(Resident no 6)	<p><u>Highways Access to He1</u> I would like to make the following comments in regard to the aforementioned draft proposal.</p> <p>My concerns are from a safety viewpoint and are related to the proposed creation of an access road for the He1 development nearest to the junction of Manor Road and Blackwell lane. This particular section of the road is narrow due to the residential parking on Blackwell lane opposite the site, and preceded by the junction at Manor Road and a blind brow beyond that on Blackwell lane.</p> <p>This road is a main thoroughfare for traffic between Carmel Road South and Grange Road and is in general use as driver training area by motoring schools and also by cycling proficiency groups.</p> <p>There have to my knowledge been planning applications for multiple dwellings in this area, refused in part due to concerns for safety by the highways department.</p>	<p>The creation of an access was considered at the junction of Hartford Road, however this would result in the loss of a significant amount of the boundary wall and would impact on the electrical substation therefore was discounted early in the optioneering process.</p> <p>A speed survey was carried out in March 2013 and this showed average vehicle speeds of 24mph in the area where the HE1 access is proposed. The same survey showed that vehicle numbers along Blackwell Lane are relatively low (in the order of 180 vehicles in the peak hours) with a 24 hour total around 1500 vehicles.</p> <p>Manual For Streets (MfS) is a recognised publication produced by the Department for Transport and draws on numerous project teams and case studies in its preparation and introduced a significant change and new approach to street design and together with the previous 'Places, Streets and movement' guidance, introduces the principle of establishing a sense of place and removing the dominance of motor vehicles. This guidance sets out good design practices for residential streets.</p> <p>In terms of link capacity of the access routes there is a section within Manual for Streets</p>	

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	<p>I would suggest that a more acceptable solution would be the creation of a wide entrance access for both He1 and He1A at the junction of Hartford Road and Blackwell lane, where the creation of a roundabout system would both slow traffic in general and give safe access and egress to site traffic and current residents alike.</p>	<p>(MfS) that summarises research data carried out as part of the document production and this states that "Traffic flow and road safety for streets with direct frontage access - The relationship between traffic flow and road safety for streets with direct frontage access was researched for MfS. Data on recorded accidents and traffic flow for a total of 20 sites were obtained. All of the sites were similar in terms of land use (continuous houses with driveways), speed limit (30 mph) and geometry (single-carriageway roads with limited side road junctions). Traffic flows at the sites varied from some 600 vehicles per day to some 23,000 vehicles per day, with an average traffic flow of some 4,000 vehicles per day. It was found that very few accidents occurred involving vehicles turning into and out of driveways, even on heavily-trafficked roads. Links with direct frontage access can be designed for significantly higher traffic flows than have been used in the past, and there is good evidence to raise this figure to 10,000 vehicles per day</p>	
(Resident no 7)	<p>Highways Access to He1 I would like to comment on the above planning draft. My main concern is the proposed road access in to He1a; this access point is very close to an existing home and only metres from</p>	<p>The applications were received in 2008 and each application is judged on its own merits. The site access to HE1 was carefully considered and based on the drawings produced to date, adequate visibility for the speed and type of the road can be achieved. There may be some form of</p>	

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	<p>another access point that was recently refused for a development of 3 houses. Highways said that an access that close to Manor Road and the blind brow of the road coming from Grange Road made an entrance in that proximity a danger. This proposed entrance should carry the same degree of risk in my mind.</p>	<p>traffic calming feature and the junction would be brought forward from its current position to assist visibility onto Blackwell Lane.</p>	
(Resident no 8)	<p><u>Highways Access to He1 Second comments received.</u> I live at 47 Blackwell Lane, adjacent to and overlooking He.1. I continue to object to all the proposed development but particularly that proposed for He1 on the same grounds as I have expressed previously and which you have recorded.</p> <p>If the matter is to proceed regardless I make the following comments on the design brief:</p> <p>According to the Landscape plan access to He1 is opposite 54 Blackwell Lane. I agree with this proposal but please note (a) This access is not the same as any of the accesses shown on the</p>	<p>The access to HE1 would be located approximately opposite Nos 50-52 Blackwell Lane.</p> <p>Will clarify the position and include a plan in the Planning and Development brief showing the potential highways access points.</p>	<p>To include the detailed three highways access points drawings in the Brief for guidance ,</p>

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	<p>2 plans attached to the Development Brief</p> <p>(b) If para 51 “to the north the proposed access is in the location of a previous entry point” means the old entrance which is bricked up this is opposite No 50 and is not consistent with the position of the access road shown on Landscape Plan.</p> <p>This is highly relevant to me as it would bring the access road much nearer to my property</p> <p>2.I make the following comments by paragraph number:</p> <p>14(d) refers to Section 6 - can't find this.</p> <p>29 refers to Section 7 - can't find this.</p> <p>43 Provides for illuminating the path. This will simply encourage nocturnal visitors. Presumably there was a reason why parks</p>	<p>If Cabinet approve the proposals, a detailed planning application would need to be submitted and this would show the defined access points.</p> <p>Brief needs to delete this reference and refer to the three highways plans to be included to clarify the position.</p>	<p>The Landscape and Restoration Plan to be revised to accurately show the proposed access road into the sight, to align to the Highways Plan.</p> <p>Delete reference to Section 6</p> <p>Delete reference to Section 7</p>

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	<p>used to be locked at night. Presumably there will in any event be lighting to the road serving He1a and He2 which will link up with the front entrance road to the hotel to provide an illuminated route</p> <p>60. I suggest that this is unworkable. Is it not unlikely that Developers can be expected to accept future responsibility for assessing and collection of a levy. This must be collectable by the Council towards its future maintenance costs as it will need to ensure that it continues to maintain its retained land. To leave future maintenance to 3 Developers would not be a prudent move. Who would be supposed to do what and when. There is little point in carrying out an expensive landscape plan if you are not going to maintain it afterwards to a proper standard.</p> <p>I hope this has been helpful,</p>	<p>Brief- to delete section 7, it relates to highways drawings</p> <p>Lighting is needed to meet the Safe Route to School standards, however officers will consider lighting options</p> <p>The Levy arrangement has worked well in other parts of the town. The requirement to pay the monies would normally be contained in the Sale contracts, ensuring that the liability to pay is on the home owner who would pay the money to the Council or to a management company.</p>	
(Resident no 9)	<p><u>Highways Access at He1</u></p> <p>We would like to register our strongest complaint/disapproval to</p>	<p>The site access was carefully considered and based on the drawings produced to date, adequate visibility for the speed and</p>	

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	<p>the proposed access road at the Grange Road end of Blackwell Lane re the above planning project.</p> <p>We have lived at 48 Blackwell Lane for over 30 years and have never had any other housing on the opposite side of the road past our house (on the right) as long as we have lived here. We realise that things change but feel very strongly that the proposed sighting of an access road just two houses away from us, to the development of executive houses is a dangerous proposition.</p> <p>We regularly experience drivers overtaking us at speed when we are signalling and often half turning into our driveway. It is a frightening experience and we feel that it will be even worse with an access road so close to our property.</p> <p>Our only neighbours on that side of the road already have a great deal of difficulty entering and exiting their driveway as they have a 'blind' bit of road and drivers come up too fast from the Grange Road end of the street, our neighbours have a</p>	<p>type of the road can be achieved. There may be some form of traffic calming feature and the junction would be brought forward from its current position to assist visibility onto Blackwell Lane. Based on Police records there are no reported accidents on this section of Blackwell Lane in the previous 5 years data. This access would be in the form of a private access to serve a limited number of properties similar in nature to the existing access that serves the neighbouring properties of 41, 43 and 47 Blackwell.</p> <p>A speed survey was carried out in March 2013 and this showed average vehicle speeds of 24mph in the area where the HE1 access is proposed.</p>	

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	<p>mirror on their gatepost to help them to enter and exit their drive safely. The proposed new access road is just a little further along The road and the entrance to the new access road will have the same problems with a very dangerous entry/exit due to the blind spot caused by the bend in the road and close proximity to the top of the bank.</p> <p>We feel that ours, theirs and other neighbours situation will be made significantly worse by this propose access.</p> <p>In addition the removal of a significant number of trees and wall from the area to accommodate such a road is unacceptable and detrimental to the natural habitat of such a beautiful area and is something to be preserved and treasured.</p> <p>We know that all of the local residents are in total agreement. Please reconsider your decision.</p>		
Resident no 10	Dear Sir, We have reviewed the Blackwell Consultation documents and have		

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	<p>come to the opinion that they are an improvement on the previous versions, but wish to make the following comments:</p> <ul style="list-style-type: none"> • That the old brick walls to Blackwell Lane be maintained to preserve the character of the area. • That the trees are maintained and the green areas outlined not be encroached on <p>I trust these comments will be noted</p> <p>(comments received on the 27 June , just after closing date for comments)</p>	<p>It is proposed that the wall is retained and maintained, allowing for the highways access points.</p> <p>I would refer to the trees shown on the Landscape and Restoration Plan.</p>	

Statutory Consultee Name	Comments Received	DBC's Response and subsequent changes to the Planning & Development Brief
Historic England	<p>Comments received on 21st June 2017 by letter.</p> <p>Historic England did not feel that the balance is right against the harm caused by the development. Also meeting with Historic England to clarify the scale, massing and form of development, particularly on He1.</p> <p>A meeting was arranged with Historic England. It was acknowledged by DBC and Historic England that a green light to the development cannot take place without assessing detailed designs and the quality of proposals that might come forward. However it was agreed that the areas outlined in the brief for potential development are the least harmful to the historic assets. Historic England and DBC have agreed to revise the Planning & Development Brief in the following ways :</p> <ol style="list-style-type: none"> 1. Clarify the need for high quality design on all sites that seeks to minimise the urbanisation effects of the development on the historic parkland and on the setting of the listed building. 2. Clarify that the Landscape and Restoration Plan is intended to create a local facility allowing public access. 3. He1- reduces the area to align with existing housing development boundary. 	<p>DBC have agreed to revise the Planning & Development Brief:</p> <ol style="list-style-type: none"> 1. Incorporated into the Brief. 2. Yes, the Landscape and Restoration Plan has been changed. 3. The Landscape and Restoration Plan has been changed.

	<p>4. He1a –Reduce development area so that there is no overlap with the historic walled garden. Retain mature trees in avenue and plant a new outer avenue if appropriate. Self- seeded trees could be removed that are not part of formal planting.</p> <p>5. He2- no changes.</p> <p>6. He3- includes interpretation of Mill Lane.</p> <p>7. Consider conversion and adaptation of grounds maintenance building and inclusion of additional land for development avoiding the ridge and furrow archaeology.</p> <p>8. Within the restoration of the parkland to consider the interpretation of Mill Lane as a feature that divided the formal parkland from the informal landscape.</p> <p>9. Car parking, in particular between areas He1a and He2, discussion on how it might be accommodated at same time as retaining mature trees and reinstating some of the avenue planting. The urbanisation of parking, as well as impact on tree roots, should be carefully considered to minimise harm.</p> <p>10. Careful design of the road for He3 is required to minimise harm. Especially if it results in lighting and parking along its stretch.</p> <p>11. There may be opportunities for community archaeology initiatives as part of the development.</p>	<p>4. The Landscape and Restoration Plan has been changed to reflect these comments.</p> <p>6. The Landscape and Restoration Plan has been changed to reflect these comments.</p> <p>7. The Landscape and Restoration Plan has been changed to reflect these comments.</p> <p>8. The Landscape and Restoration Plan has been changed to reflect these comments.</p> <p>9. The Landscape and Restoration Plan has been changed to reflect these comments.</p> <p>10. Incorporated into the Brief.</p> <p>11. Noted</p>
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	12. The defined development areas on the plan are indicative and do not represent exact site boundaries. However, development will not extend beyond the areas shown.	12. Noted.
Highways England	Highways England have been consulted previously and the scale and magnitude of development have been agreed subject to mitigating works to Bland Corner roundabout.	