

CABINET
04 FEBRUARY 2020

DARLINGTON STATION IMPROVEMENTS AND GROWTH ZONE

Responsible Cabinet Members
Councillor Alan Marshall - Economy Portfolio
Councillor Heather Scott – Leader and Local Services Portfolio

Responsible Director - Ian Williams
Director of Economic Growth and Neighbourhood Services

SUMMARY REPORT

Purpose of the Report

1. To present Members with the proposed Darlington Station Improvements Project and the wider economic growth opportunities in the surrounding area, including Central Park, the Cattle Market and Victoria Road.

Summary

2. The potential need for major rail intervention at Darlington to accommodate new rail services and high-speed services in the future provided an opportunity to develop a proposition to maximise the benefits for Darlington and the Tees Valley. In partnership with the Tees Valley Combined Authority (TVCA) a wider vision has been developed for the area to influence the proposals and to provide a rail gateway into the Tees Valley fit for the 21st Century that can accommodate future demands for national, regional and local passenger rail services as well as freight. Having the overall vision established enables the project to be developed and delivered in stages and some elements have already commenced with a new bridge linking the station with Central Park opened last year.
3. The project seeks to secure and encapsulate wider regeneration opportunities in the area to better connect the station with the Town Centre and Central Park. The report provides further detail on the project and an update on how the project links to the Cattle Market site, Victoria Road and links to the Town Centre and Central Park.
4. The report provides further detail on the project and seeks approval to authorise the required extent of acquisitions and the land assembly strategy to deliver elements of the Darlington Station Improvements Project.
5. A substantial element of the project is funded by TVCA with a sum of £25m allocated to enable and deliver elements of the project with a business case being progressed to Government for the balance of funding. The land acquisition and enabling stages in the form of transport interchanges and parking provision will be

delivered by TVCA and the Council (DBC) with the latter rail and station development delivered in partnership with Network Rail.

6. Subject to the approvals in this report the delivery of the Project will be carried out under the terms of collaboration between DBC and TVCA set out further below.

Recommendations

7. It is recommended that Cabinet:-

- (a) Agree the concept and vision for the Darlington Station Improvement project as outlined in the main report.
- (b) Agree the Council enters into a Collaboration Agreement with Tees Valley Combined Authority relating to the Darlington Station Improvement Project and authorise the Director of Economic Growth and Neighbourhood Services to finalise terms and the Assistant Director of Legal and Governance, to sign the Agreement.
- (c) Authorise the Director of Economic Growth and Neighbourhood Services, after consultation with the Assistant Director of Legal and Governance, to agree to enter into any appropriate contractual extensions or variations relating to the Agreements.
- (d) Endorse the land assembly strategy as detailed at Appendices 1, 2 and 3 (all Part III).
- (e) Authorise the Director of Economic Growth and Neighbourhood Services authority to acquire land interests the extent of which are shown on the annexed plan (Appendix 1.2 - Part III) pursuant to section 120 of the Local Government Act 1972.
- (f) Authorise the Assistant Director - Law and Governance to complete all necessary documentation with acquisitions being subsequently reported to Cabinet in further update reports on the Project.
- (g) Agree in principle to the Council using its Compulsory Purchase Order (CPO) powers under section 226 (1)(a) of the Town and Country Planning Act 1990 to acquire land interests within the agreed extents (Appendix 1.2 – Part III) that cannot be acquired by agreement/private treaty and thereby embarking on the formalities necessary for the making of the CPO. Following the preparation of the CPO a further report will request a formal resolution to use compulsory purchase powers and to make an application for any other statutory orders that may be required.
- (h) Release £350k from the Council's Economic Growth and Investment Fund for the demolition and making safe of the cattle market to be progressed as soon as practicable upon vacant possession, and that the site be made available for a temporary purpose (if required) whilst a masterplan is developed.
- (i) Release up to £25m of approved funding from TVCA, subject to release by TVCA following successful business case sign-off in accordance with the TVCA assurance framework, and authorise the Director of Economic Growth

and Neighbourhood Services to fund the acquisitions and / or procurement of goods / works and services in accordance with the Contract Procedure Rules.

Reasons

8. The recommendations are supported by the following reasons:-

- (a) To progress delivery of the vision for Darlington Station Improvement Project.
- (b) The Agreements and delegations enable acquisitions and project development to be made with appropriate governance and financial mechanisms to ensure successful delivery of a fully funded scheme.

Ian Williams
Director of Economic Growth and Neighbourhood Services

Background Papers

Release of Capital Funding – Economic Growth Cabinet Paper, 20 June 2017
Neasham Road: Linked To Relocation of Cattle Mart, 6 March 2018
Darlington East End Club and Institute, Neasham Road, 10 July 2018

Julia McCabe: ext 5903

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| S17 Crime and Disorder | There are no implications for crime and disorder in connection with this report. |
| Health and Well Being | The vision for Darlington Station is to improve the approach to the station for all users and to create an attractive setting with benefits for all. |
| Carbon Impact | The design will take into consideration the carbon impact of the development. |
| Diversity | Equality and diversity has been considered throughout the development of the masterplan and is not relevant to the proposal in this report. |
| Wards Affected | Bank Top and Lascelles and Park East. |
| Groups Affected | The design will improve accessibility across the station and to platforms and other passenger services. |
| Budget and Policy Framework | This decision does not represent a change to the budget and policy framework. |
| Key Decision | Yes, the project concerns Darlington's mainline train station and its users resident across the Borough |
| Urgent Decision | This is not an urgent decision. |
| One Darlington: Perfectly Placed | The improvements to the station approach will help to achieve the Perfectly Placed priority by supporting a Place designed to thrive. |
| Efficiency | Life Cycle Asset Management and the optimisation of operating and maintenance strategies will be considered as part of design development. |
| Impact on Looked After Children and Care Leavers | No impact |

MAIN REPORT

Background

9. Darlington Station provides the town and region with good rail connectivity across the UK, attracting and enabling business, encouraging visitors and providing access to jobs and education. There is more potential connectivity in the future with both High Speed 2 (HS2) and Northern Powerhouse Rail (NPR) having Darlington in their service plans.
10. Rail Industry studies identify that the East Coast Main Line (ECML) north of York is now at or very close to capacity with train operators struggling to deliver franchise commitments as a direct result. The infrastructure at Darlington station is one issue that exacerbates problems with capacity and resilience and risks to future rail service improvements.
11. The issues at Darlington station are related to the interaction between national and local services. Local east-west services on both the Bishop Line and the Tees Valley Line have to cross the East Coast Main Line (ECML). This crossing movement takes significant time and capacity from national services on the ECML. This results in issues relating to effective connections, issues with the potential for new national services and any ability to consider more frequent local services. The solution identified is a new station building on the east side of the ECML that could serve both national and local services without the need for crossing the ECML.
12. The potential for a new station building and new high-speed services in the future provides an opportunity to maximise these benefits for Darlington and the Tees Valley. A wider masterplan for the station area has been developed that with an aspiration for a rail gateway fit for the 21st Century that can accommodate future demands for national, regional and local passenger rail services as well as freight.
13. The masterplan also identified the potential benefit for a wider regeneration in the area to better connect the station with the town. A number of opportunities were identified that could be developed either individually or together but importantly the masterplan created an overall vision that maximised the benefits that rail connectivity provides the town and region.
14. The component parts of the vision are as follows and how these elements are planned to be progressed is covered later in the report:
 - (a) The Existing Station – A new accessible footbridge and pedestrian route that links all platforms in the existing station across the ECML to the new station building will be provided. The passenger facilities within the existing station would also be improved. The accessible route is likely to require improvements to the subway from the Victoria Road Portico that would then link to an internal bridge spanning all of the platforms.
 - (b) Station East - the New Station Building (extension) – The new station building would be located on the east side of the east coast mainline on the site of the current main station car park at Garbutt Square. Two new local platforms and new track to Darlington South junction would be provided and ultimately a new mainline through platform for national services removing conflict, capacity and reliability issues. A new station building and Multi-Storey Car Park (MSCP),

with multi-modal connections, serving rail users and adjacent developments are part of the proposals being developed in the project. The final configuration of the station platforms would be as follows:

- (i) Southbound National Services would be moved from Platform 1 to a new national platform in the new station building on the east side of the ECML. This removes the need to cross the ECML at the North junction to enter the existing train station.
 - (ii) Northbound National Services would be moved to Platform 1 the approaches would be improved to increase the approach and departure speeds as there is currently a slow speed entry into platform 4.
 - (iii) Platform 4 would be utilised for Bishop Line services and where possible onward journeys across the ECML onto the Tees Valley Line.
 - (iv) Trains currently terminating in platform 2 and 3 from the Tees Valley line would stop in the new bay platforms on the eastern side of the ECML. This removes the need to cross the ECML at the South junction and allows train times to be adjusted to better meet onward connections and enables more trains to be run on the Tees Valley Line because at the moment there are no additional slots available to cross the ECML.
 - (c) Parkgate and the station entrance off Parkgate– the project is developing improvements to cycle and pedestrian access through the potential removal of vehicle conflicts (rail user parking) with landscaping improvements to improve the environment.
 - (d) Portico entrance (Victoria Road) – the project envisages the enhancement of the portico area with the internal area becoming a pedestrian zone with drop-off and pick up relocated into a multimodal transport interchange in the vicinity of the portico.
 - (e) Victoria Road – 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. The initial elements of these works are in development and programmed for delivery in 2020.
15. The purpose of this report is to provide an update on progress in working towards delivering these elements and to seek approval to progress with the next stages.

Progressing the Station and Transport Interchange Elements

16. Any new rail station or enhancement project on the rail network must now seek approval from the Department for Transport. The Rail Network Enhancement Pipeline (RNEP) is a new five-stage gateway process introduced in 2018 to look at projects on an individual basis and only approve them if they meet key criteria at each of the following gateways:
- (a) Determine the need
 - (b) Develop the options
 - (c) Design the preferred option
 - (d) Deliver the scheme

- (e) Deploy – put it into operation.
17. The Tees Valley Combined Authority have funded the initial stages of development for the whole project. The limited capacity and fragile capability of the passenger and freight rail networks that serve the Tees Valley provide a strong and clear strategic need for the scheme and have allocated £25m to the scheme in accordance with their usual funding terms. The progress of the project will be subject to the terms of a collaboration agreement between TVCA and DBC described further in this report
 18. Rail projects typically have long development and approval periods. This project has ambitious goals and timetable to secure improved passenger experience and facilities that meet the economic ambitions of the area. The project is aiming to secure long term commitment and improvements by 2025, which coincides with celebrations marking the 200th anniversary of the first passenger railway journey between Darlington and Stockton.
 19. The Department for Transport are supportive of the project and have suggested a phased approach be considered given the significant investment required to deliver the whole project. This approach suits the funding profile and requirements of the £25m allocated to the project from the Tees Valley Combined Authority. The delivery strategy is currently planned in a number of phases broadly comprising:
 - (a) Station Gateway - enabling works, land acquisition, parking relocation and re-provision and new transport interchanges.
 - (b) Station Enhancements - new station building with rail infrastructure for local services, enhancements in the existing station and provision for national enhancements.
 - (c) Operational Rail – a new national rail platform and rail infrastructure.
 20. In developing the scheme through the next gateways, the appropriateness of the phasing will be kept under review with benefit optimisation a key driver.

Station Gateway Phase

21. This phase will be the first to be delivered and will see the development of improved Transport Interchanges on both the Neasham Road (East) and Victoria Road (West) sides of the station.
22. The Neasham Road Interchange will be the location of the new station building that will have local platforms for the Tees Valley line and south bound national services. The interchange will consist of:
 - (a) a new Multi-Storey car park to provide additional parking capacity to cater for loss of parking in other parts of the station and as enabling work to facilitate the land (existing car parking) being made available for the new station building.
 - (b) Creation of a multi-modal interchange with high quality public realm that links and enhances the connection to Central Park.

- (c) Drop off and pick up facilities.
- (d) Improved Pedestrian and Cycling facilities.
- (e) Commercial opportunities to enhance the rail passenger customer experience and other users of the area benefiting from links to Central Park and the Town Centre.

23. The Victoria Road Interchange will consist of:

- (a) Creation of a multi-modal interchange with high quality public realm that links and enhances the connection to Town Centre.
- (b) Enhancements within the portico that will involve removal of traffic, parking and enclosing the area to create a safer pedestrian environment that has the potential for commercial opportunities.
- (c) Improved pedestrian and cycling facilities.
- (d) Better bus interchange facilities.
- (e) New drop-off and pick-up facilities.

24. Both interchanges will require the acquisition of land which is covered later in the report in the Land Assembly Strategy and in Appendix 1, 2 and 3 (All Part III).

25. It is recommended that this phase be progressed by the Council into detailed design stages to seek the necessary planning permissions and approvals.

26. The funding of this phase of the project would be from the Tees Valley Combined Authority and Cabinet are requested to approve the release of the development funding.

27. A further report will be brought once detailed options have been developed. However, it is envisaged this will be delivered in partnership between TVCA and DBC under the terms of the Collaboration Agreement.

Station Enhancements

28. An Outline Business Case (OBC) is now being developed to submit to Government in early February to seek approval and funding from the Department for Transport to progress into the detailed design stage for this element.

29. It is proposed that this phase will broadly comprise the following elements:

- (a) Construction of the new station building on the Neasham Road Interchange site.
- (b) New Platforms that will serve the Tees Valley line and the associated rail connections.

- (c) New bridge and access facilities from the new station building to the Portico improving access for all, including enhancements to the existing subway.
 - (d) Enhancements within the existing station.
 - (e) Rationalisation of the parking arrangements.
 - (f) Maintain provision and enabling works for new national rail and platforms in a future phase.
30. Pending a positive decision from DfT in July 2020 to enter the Design stage the current programme anticipates the following milestones:

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|------------------------------|---------------------------|
| Single option development | July 2020 - March 2021 |
| Detailed design | July 2021 - June 2022 |
| Decision to deliver from DfT | June 2022 |
| Deliver | July 2022 – November 2023 |
| Deploy | September 2024 |

31. There is the potential for timing overlap between the start of the delivery of the Station Enhancements phase and the end of the Station Gateway phase.
32. It is envisaged that the delivery of this element of the project would be delivered by the rail industry with continued partnership working informing the project outcomes.
33. The national rail platforms and rail infrastructure are being considered at a strategic level in the current Outline Business Case. At this stage it is not envisaged these works will be funded until a later phase to be determined by the DfT. However, this is an assessment the Department will make when they consider the business case and the significant benefits of delivering the station enhancements earlier and these benefits are being explored in the current development work.
34. It is important to note that each of the phases are independently viable.

Progressing the Cattle Market Site

35. Cabinet approved the creation of an Economic Growth Investment Fund (EGIF) in April 2017 to be used for pump-priming and providing funding contributions that stimulate economic development and create the right conditions for growth. £350k from the EGIF is proposed to be allocated to demolish the cattle market and provide a masterplan for the long-term use of the site.
36. The new Cattle Market site on the A68 is under construction and the Council expects to receive vacant possession of the Clifton Road site in May 2020. The Council is contractually entitled to receive written notice ahead of the site being vacated to make required arrangements.
37. Specifically, it is recommended that Cabinet approve and release the £350k to:
- (a) Undertake surveys and prepare for the demolition of the building.
 - (b) Secure the site boundary and demolish the buildings upon vacant possession.

- (c) In the short term utilise part of the area to increase the parking provision in the area. This will require some accommodation works to ensure it is suitable to be used as public car park and modification to the legal orders.
- (d) Commence the development of options for the future use of the area noting that the current car parking in this location is intended to be re-provided within the new MSCP capacity.
- (e) It is recommended that this site is not developed until the phasing and delivery plans are finalised for the station project as this site maybe required for temporary use whilst the station phases are being constructed.

Improving Victoria Road

38. Victoria Road links the station to the Town Centre and consultation has already been undertaken on how this route could be improved. The views of residents, businesses and stakeholders have been considered in the development of an improvement scheme to be delivered in 2020. Key features of the proposals are:
- (a) A 20mph speed limit with traffic calming and resurfacing of the carriageway.
 - (b) Widened footpath on the north side of Victoria Road and new or improved crossing points for pedestrians.
 - (c) Changes to the location of parking bays, but an overall increase in parking bay numbers.
 - (d) New street lighting and the introduction of trees and planters.
39. In September 2019 Darlington was one of the first 100 places in the UK invited to develop proposals for the £3.6bn Stronger Towns Fund. Whilst still in development the aspiration is to build further environmental enhancements and improvements between the station and the town centre to make the most of our excellent transport connectivity to encourage more visitors to the town and new businesses to locate in Darlington to strengthen and support the town economy. The bid will also seek to complement and support the 2025 bi-centenary rail celebrations and support the Council's strategy of diversification and consolidation of activities within Darlington Town Centre.

Connecting Central Park

40. Central Park is Darlington's Growth Zone attracting new business and the establishment of a growing Education Campus. Rail connectivity is very important for both business and education with many businesses and education facilities clustering around rail stations. Darlington station provides excellent national connectivity and improving access to the station is key to attracting more inward investment.
41. Already home to Teesside University, Darlington College, C-State (The Centre for Subsea Technology Awareness, Training and Education), Business Central and the National Biologics Manufacturing Centre, the completion of the final infrastructure will see up to seven acres over a further ten plots actively marketed for development.

42. The new pedestrian and cycle bridge has been delivered to improve the connectivity to the station and this will link directly into the new Neasham Road Interchange improving the public realm. It is an aspiration that the MSCP could provide spaces for Central Park in addition to places for rail users. This could be for a limited period utilising capacity built-in to meet forecasted future rail demand or over the longer term by increasing total numbers of places. This will be refined through design development and in response to Planning requirements.

Land Assembly Strategy

43. The Station Enhancements and Operational Rail elements are within existing Network Rail owned land and buildings. To deliver the Station Gateway element of the scheme land on both the East and West side of the station needs to be acquired.
44. The land assembly strategy is outlined at Appendices 1, 2 and 3 (all Part III) of this report. In summary the strategy promotes acquisition by agreement where possible and the pursuit of a Compulsory Purchase Order from Summer 2020 for the land interests that cannot be acquired by private treaty. This will enable the Station Gateway element to be delivered by 2024 and critically make the MSCP available to accommodate relocated existing parking provision in order for the Station Enhancements and Operational Rail works elements to be delivered.

Financial Implications

45. The Station Gateway phase of the scheme is fully funded with £25m already approved by TVCA Cabinet and will be released subject to business case sign-off in accordance with their Assurance framework. The project is to be delivered by officers of TVCA and DBC in partnership with Network Rail and the cost of acquisitions and dedicated resources which DBC allocates to the project will be funded by TVCA.
46. Cabinet are requested to release up to £25m of funding from TVCA, subject to TVCA's own release of funds, and delegate to the Director of Economic Growth and Neighbourhood Services authority to authorise the funding to the acquisitions and / or procurement of goods / works and services in accordance with the Contract Procedure Rules.
47. Subject to the approvals in this report the delivery of the Project will be carried out under the terms of collaboration between DBC and TVCA set out further below.
48. The scheme predominantly comprises new or upgraded transport infrastructure that will become the responsibility of Network Rail and the Station Facility Owner (SFO) (with regard to the Operational Rail and Station Enhancements elements of the scheme) and DBC will become responsible for new public areas (with regard to the majority of the Station Gateway elements) once constructed.
49. The responsibility for the operation and maintenance of the MSCP will depend on the operating model and should this fall to DBC and TVCA there will be revenue requirement, which is currently being built in to the cost modelling.

50. £350k is recommended for release to progress the development of the Cattle Market. Cabinet are requested to approve and release these funds for demolition and the development of a masterplan for the long-term use of the site.

Legal Implications

51. A Funding Agreement and a Collaboration Agreement have been developed between TVCA and Darlington Borough Council that provide the terms of collaboration between DBC and TVCA for the delivery of the Darlington 2025 Station Improvement Project.
52. The Funding Agreement will be entered into between TVCA and Darlington Borough Council providing funding of up to £25m for the delivery of the Station Gateway elements of the project in accordance with and subject to the TVCA funding terms.
53. The project is to be delivered by officers of TVCA and DBC and the cost of acquisitions, qualifying costs associated with the sites and dedicated resources which DBC allocates to the project will be funded by TVCA. Properties will be held jointly and subject to the terms of the agreements to ensure that any proceeds of sale/disposal remain allocated to the Project.
54. The maximum funding amount is set out as (a) the funding for property acquisition is provided for in accordance with the funding terms (including a requirement for supporting third party valuations) along with (b) allowable costs to manage sites in accordance with principles of good estate management and with (c) further development funding which within the funding envelope, and along with the general progress of the project is subject to the terms of the Collaboration Agreement which provides for collaboration and governance on and including the following terms
- (a) The agreement sets out three stages of the Project which are set out with further detail in the appendices.
 - (b) Key Element One (Station Gateway) is defined as the acquisition and (pending any development in connection with the Project) operation, maintenance and/or preparation of agreed sites using funds made available for this purpose pursuant to the Funding Agreement; and the development of a new multi-storey car park, a multi-modal interchange to the east of the Station, enhancement of the Station portico, an improved interchange to the west of the Station, together with any alterations to the current approach to the Station from Parkgate.
 - (c) Key Element Two (Station Enhancements) comprises the enhancements to the fabric of the Station including the new Station building and footbridge.
 - (d) Key Element Three (Operational Rail) comprises the improvements to the track approaching the station and new national platforms at the Station.
 - (e) The parties have designed and implemented the Governance Structure which is as set out at **Appendix 4**.
 - (f) The parties shall continue to collaborate to facilitate and promote the Project in accordance with the Governance Structure. In particular, the parties shall:

- (i) continue to pursue all aspects of Key Element One;
 - (ii) work jointly with Stakeholders to promote and pursue the Project; and
 - (iii) without prejudice to the generality of clause 3.2.2 liaise with Network Rail and LNER, two of the Stakeholders in relation to Key Element Two and Key Element Three.
 - (g) The parties agree that the Project Board shall have overall responsibility for delivering the Project. The Project Board shall be entitled to devolve to the Project Working Group responsibility for such matters as it shall in its absolute discretion determine.
 - (h) The parties agree that the Project Working Group has been established to implement or authorise the Project Manager to implement the strategic and other decisions of the Project Board, whether itself or via the Project Manager or via such Project Committees as it shall in its absolute discretion determine are required for such purpose.
 - (i) The parties acknowledge that the Project Working Group has established the following Project Committees (as identified in the Governance Structure):
 - (i) Transport and Technical;
 - (ii) Property and Land;
 - (iii) Financial
 - (iv) Commercial, Legal and Governance; and
 - (v) Communications;
 - (vi) and that each Project Committee shall have a mandate and reporting structure as determined from time to time by the Project Working Group.
 - (j) The parties have appointed the Project Manager to lead the Project, reporting to the Project Working Group on such basis and frequency as the Project Working Group shall from time to time determine.
 - (k) To enable the parties to maximise the benefits of their collaboration and to ensure so far as possible the successful promotion of and outcome for the Project, as a minimum:
 - (i) the Project Board shall meet on a quarterly basis;
 - (ii) the Project Working Group shall meet on a monthly basis; and
 - (iii) each Project Committee shall meet whenever the Project Manager and/or the members of the relevant Project Committee feel is appropriate to effectively pursue their specific mandate.
 - (l) That although the Cattle Market will be an integral part of the overall Project, that DBC retains control of this site outside of the governance structure
 - (m) Delegations in this report have been sought to support the Project Governance Structure so that the Project can progress as efficiently as possible. Delegated decisions will be published including in reports on progress to be brought back to Cabinet as the Project progresses.
55. Approval is sought to progress the preparation of a CPO and applications for associated statutory orders that may be required (Side Roads Order – Section 249

Town and Country Planning Act). A report will be brought back to members when this detail is finalised and a formal resolution to make the CPO and any other required statutory orders will be requested.

56. It is recommended that Cabinet agree the Council enters into the Collaboration Agreement with Tees Valley Combined Authority relating to the Darlington 2025 Station Improvement Project and authorise the Director of Economic Growth and Neighbourhood Services to finalise terms and the Assistant Director of Legal and Governance to sign the Agreement.

Procurement Implications

57. Cabinet are requested to designate the scheme in its entirety as Strategic for the purposes of Procurement. Further reports to members will be made to Cabinet as part of the annual Procurement Plan.
58. Subject to the approvals in this report the Director of Economic Growth and Neighbourhood Services will authorise the funding to the acquisitions and / or procurement of goods / works and services in accordance with the Contract Procedure Rules.

Consultation

59. The masterplan for the Station Improvement Project was presented for public consultation in March 2017 and included Ward Councillors email, all Councillors briefing 15th March 2017, a press release and letter drop to local residents and businesses advising of a public consultation event in the Dolphin Centre. The feedback was broadly positive, with some specific issues raised and the development of the design has responded to the comments received where possible.
60. The cattle market master plan will also include pre planning public consultation and the entire Station Improvement Project scheme will be subject to further consultation and to statutory public consultation as part of the planning approval process.