

## Tim Rainford

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**From:** Andrew Harker <Andrew.Harker@darlington.gov.uk>  
**Sent:** 14 January 2020 09:19  
**To:** Erin Robson  
**Cc:** Dave Coates  
**Subject:** Bank Top Station

This document was classified as: OFFICIAL

Hello Erin

In advance of our meeting this afternoon, the main residential amenity issues that we consider to be given further thought are:

- Impact on outlook from the properties
- Proximity distance between properties and the car park (overbearingness)
- Overlooking concerns
- Noise, nuisance and disturbance from activities associated with the car park
- Security/antisocial behaviour
- Impact of the egress onto Garbutt Square

Other matters related to the scale and footprint of the building and its design when viewed from Neasham Road (materials etc)

At the meeting discussions took place over the rationale for number of parking spaces; the siting of the building in close proximity to the listed station and it is acknowledged that these have yet to be finalised

With regard to separation distances between the new building and the properties on Appleby Close, which are a mix of four and three storey flatted development and two storey dwellings, consideration needs to be given to reducing the overall impact of the development as much as possible. Suggestions made at the meeting included some external improvements to the facades that face onto the properties; a stepped design of the building; repositioning the section of the building on Garbutt Square further north, lowering the access and the building etc

Whilst the relationship between the four storey flats and the new building is also an important relationship, the visual impact of the building on the two storey dwellings on Garbutt Square is critical. We consider that the separation distance between these two storey dwellings and a new four storey building should be 33m to reduce its overbearingness and onto decrease the extent of overlooking. If the building could be reduce to three storeys, the separation distance would drop to 27m and if two storeys this would decrease further to 21m. We would also have to take into account any differences in finished floor levels, which have yet to be confirmed.

With regard to the relationship with the four storey flats, we would expect a distance of between 21 to 25 metres, dependent on floor level distances and the design of the building

Hopefully, we will be able to reach an agreement this afternoon over some wording to help the bid exercise to progress but the issues above are those which need to continue to be considered and we look forward to working with you and your colleagues on these matters

Kind regards

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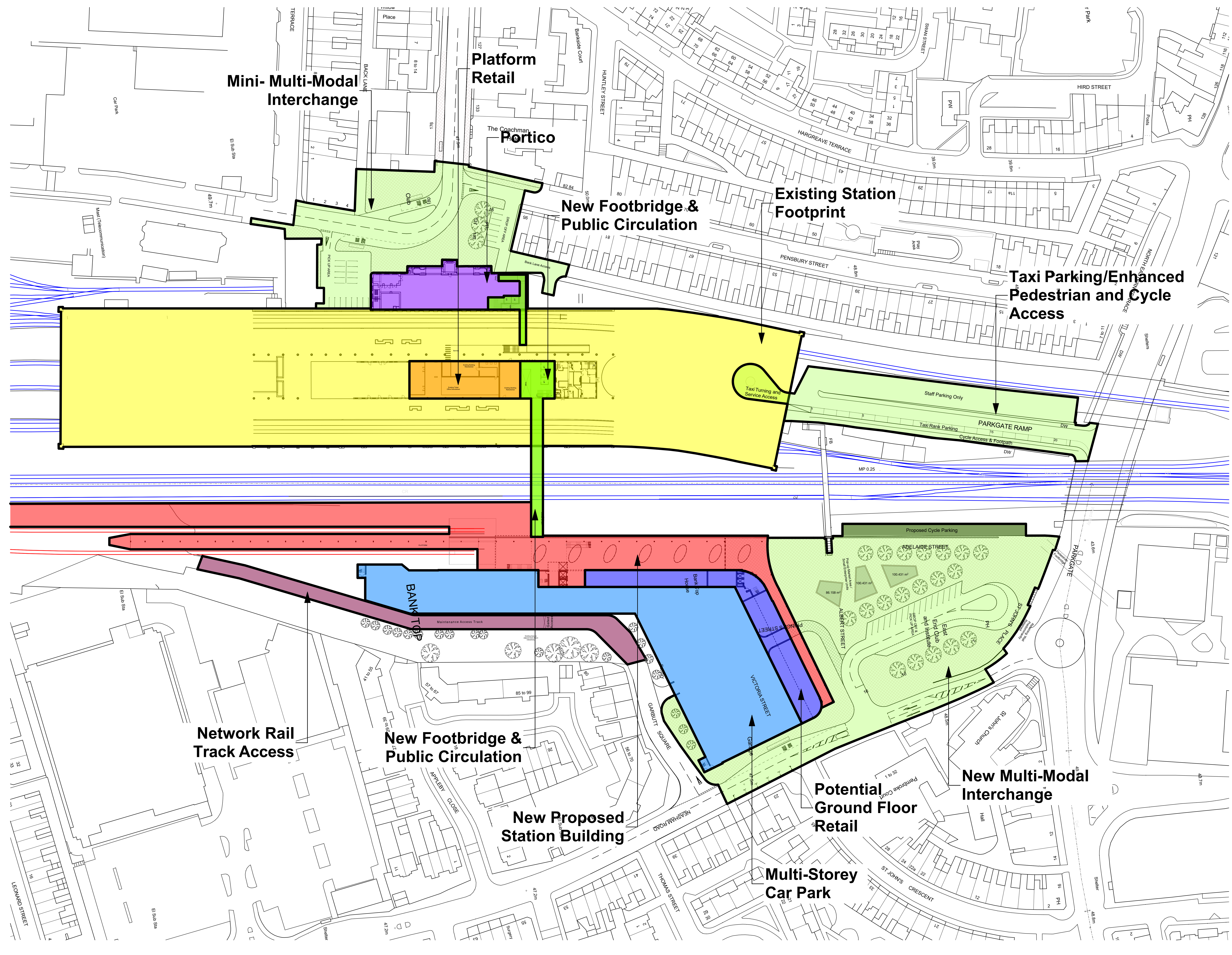
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Key Plan



| Rev | Description            | Date       | By | Check |
|-----|------------------------|------------|----|-------|
| 01  | Issue for approval     | 21/10/2020 | JR | HR    |
| 02  | Issue for construction | 21/10/2020 | JR | HR    |
| 03  | Revised Client Issue   | 21/10/2020 | JR | HR    |
| 04  | Client Issue           | 18/10/2020 | JR | HR    |
| 05  | Change Name            | 04/11/2020 | JR | HR    |

Project: Darlington Station  
 East Coast Darlington Railway Station, Darlington  
 Client: ARUP  
 Layout Title: Proposed Site Plan

Drawing Number: DS-SBAKA-00-01-DR-A-AL(0)500-04  
 Scale: 1:500  
 Date: 01 Preliminary  
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