

# COMMITTEE REPORT

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### APPLICATION DETAILS

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<b>APPLICATION NO:</b>	DM/15/00352/FPA & DM/15/00353/LB
<b>FULL APPLICATION DESCRIPTION:</b>	Demolition of fire station and associated buildings, make good listed wall, and erection of Quad Emergency Services Building with associated training yard, car parking and access.
<b>NAME OF APPLICANT:</b>	County Durham & Darlington Fire & Rescue Authority
<b>ADDRESS:</b>	Fire Station, Wilson Street, Barnard Castle
<b>ELECTORAL DIVISION:</b>	Barnard Castle East
<b>CASE OFFICER:</b>	Peter Herbert, Senior Planner 03000 261391, <a href="mailto:peter.herbert@durham.gov.uk">peter.herbert@durham.gov.uk</a>

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### DESCRIPTION OF THE SITE AND PROPOSALS

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The Site:

1. Barnard Castle Fire Station is located on Wilson Street to the east of the town centre, and off which access is taken. The site is currently occupied by a low pitched roof building housing two fire appliances, associated offices and mess room, fire training tower; storage building, training yard and parking.
2. To the north lie a pair of residential bungalows and the former fire station building currently used by Bowes Museum for artefact storage. These face Crook Lane, which runs in an east-west direction just to the north, meeting Wilson Street by means of a ninety degree bend to the north-west of the application site. To the south stand two storey flats at Bowes Lyon House.
3. Forming the eastern boundary of the site is a Grade II listed wall, beyond which are the Grade II Bowes Museum grounds recorded on English Heritage's Register of Historic Parks and Gardens, and the Grade I Bowes Museum itself. These are designated heritage assets. To the west of the site runs Wilson Street in a north-south direction, with semi-detached and terraced housing on the opposite side of the street.
4. The site has been occupied by a fire station since the inception of the National Fire Service in 1948. The original building, now redundant as a station and used for storage by Bowes Museum, was replaced in 1969 by a new purpose built facility which remains on the site today and is a non-designated heritage asset.
5. The site lies just outside the Barnard Castle Conservation Area, one of the boundaries of which wraps around Bowes Museum and its grounds immediately to the east.

## The Proposal:

6. As part of a county-wide renewal and improvement programme, the applicant wishes to replace both the original and current fire station buildings with a Quad Emergency Services Hub. This would accommodate County Durham and Darlington Fire and Rescue Service (CDDFRS), Durham Police, the North East Ambulance Service (NEAS) and Teesdale and Weardale Search and Mountain Rescue Team (TWSMRT). This amalgamation would provide a broader strategic commitment to collaboration, support local communities in an integrated way, and allow service efficiencies through shared accommodation.
7. Development would take the form of the demolition of all existing structures and their replacement by three linked buildings. The first, a three storey pitched roof accommodation block, would extend almost the full length of the eastern site boundary next to the listed Bowes Museum wall. Accessed from Crook Lane within its northern gable frontage, the building's main entrance would lead to a ground floor Fire Service muster area, locker room, and kitchen and canteen shared with the other services and accessed from the central yard. At first floor level would be ambulance and police offices, meeting and plant rooms. The second floor would contain locker and changing rooms, showers, WCs and gym. A pair of single storey garages would be attached to the southern end of the block to accommodate a TWSMRT vehicle and fire service's Targeted Response Vehicle (TRV), trailer store and associated recycling, refuse and storage space. There would be cycle stands adjacent.
8. The second element of the built form would be two storey flat roofed appliance bays facing Crook Lane with internal personnel access from the muster room. This building would house two fire appliances and two ambulances. Vehicles would leave from the front across a hard standing apron via Crook Lane, and re-enter from Wilson Street through the service yard.
9. The third element, running southwards from the south-west corner of the appliance bays and parallel to the main accommodation block on the opposite side of the central yard, would be flat roofed and single storey containing storage, cleaning and maintenance space, increasing to two storey at its southern end to accommodate both ground and first floor training areas, including a training tower at the building's south-east corner.
10. The original fire station abuts the listed Bowes Museum wall, the gap between the two being spanned by coping tiles. The building's demolition would expose the wall, which would be appropriately repaired, particular care being taken to cause as little disturbance to the wall as possible.
11. In terms of scale, the main accommodation block would measure 12m from ground level to ridge height, and 9.5m from ground level to eaves height. The adjoining appliance bays would be of 6m in height, the attached storage building 4m in height, the training building 7.5m in height and the training tower 14m in height.
12. The building style would be contemporary but with traditional references. The three story pitched roof accommodation building would be in brick at ground level, with standing seam zinc cladding to the upper levels and roof. The north elevation facing Crook Lane would incorporate horizontal timber cladding and glazing. The adjoining appliance bay would be clad, with doors incorporating transparent panels through which fire appliances would be visible. The remaining buildings and tower would be built in brick.

13. The central training yard would be enclosed on three sides by the proposed building, accessed from the south-west corner via a security gate. Six parking spaces, plus three dedicated minibus spaces, would be arranged across the yard's southern edge. The yard would also incorporate underground open water, sprinkler and fuel tanks.
14. To the west, between the yard and Wilson Street, would be a visitor car park containing 14 spaces, including one disabled bay, positioned to the north of the access road, and four additional spaces to the south of the access road arranged along the southern boundary.
15. The site would be enclosed by a 2m high close boarded fence along the northern boundary to provide screening for the neighbouring bungalows, and by a 2.4 m high close boarded fence and soft landscaping along the southern boundary to provide screening for those living in the neighbouring flats. The existing 2m high listed stone wall along the site's eastern boundary would be retained and made good with overhanging trees professionally pruned, while the low stone wall along the western Wilson Street boundary would be adapted and extended at each side of the vehicular entrance, with soft landscaping added. A 2.4 m high mesh fence with sliding access gates would provide security to the central training yard.
16. Listed Building Consent is required as there would be a small alteration to part of the Grade II listed Bowes Museum western boundary wall. The former fire station stands close to the wall, the small gap between the two being spanned by coping tiles. The proposal is to carefully remove the coping tiles, brickwork and any materials that physically touch the listed wall, but do not form part of it, during the demolition of the former fire station. The newly exposed listed wall would then be made good using appropriate repair methods to be agreed with the Local Planning Authority.
17. The application is reported to Committee as the application represents a major development.

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## **PLANNING HISTORY**

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18. The original fire station on Crook Lane was developed by volunteers in 1948. Known also as the Drill Hall, it was originally part of Durham Light Infantry (DLI) barracks dating back to 1914. The current fire station was built in 1969.

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## **PLANNING POLICY**

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### **NATIONAL POLICY:**

19. The Government has consolidated all planning policy statements, guidance notes and many circulars into a single policy statement, the National Planning Policy Framework (NPPF), although the majority of supporting Annexes to the planning policy statements are retained. The overriding message is that new development that is sustainable should go ahead without delay. It defines the role of planning in achieving sustainable development under three topic headings – economic, social, and environmental, each mutually dependent.
20. The presumption in favour of sustainable development set out in the NPPF requires local planning authorities to approach development management decisions positively, utilising twelve 'core planning principles'. The following elements of the NPPF are considered relevant to this proposal:

21. *NPPF Part 1 – Building a Strong, Competitive Economy.* The Government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future.
22. *NPPF Part 4 – Promoting Sustainable Transport.* The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. It is recognised that different policies and measures will be required in different communities and opportunities to maximize sustainable transport solutions which will vary from urban to rural areas. Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.
23. *NPPF Part 7 – Requiring Good Design* – The Government attaches great importance to the design of the built environment, with good design a key aspect of sustainable development, indivisible from good planning. Planning policies and decisions must aim to ensure developments; function well and add to the overall quality of an area over the lifetime of the development, establish a strong sense of place, create and sustain an appropriate mix of uses, respond to local character and history, create safe and accessible environments and be visually attractive.
24. *NPPF Part 8 – Promoting Healthy Communities* - Recognises the part the planning system can play in facilitating social interaction and creating healthy and inclusive communities. Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities and planning policies and decisions should achieve places which promote safe and accessible environments. This includes the development and modernisation of facilities and services.
25. *NPPF Part 10 – Meeting the Challenge of Climate Change, Flooding and Coastal Change* – States that planning plays a key role in minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development.
26. *NPPF Part 11 – Conserving and Enhancing the Natural Environment* - The planning system should contribute to, and enhance the natural environment by; protecting and enhancing valued landscapes, recognizing the benefits of ecosystem services, minimising impacts on biodiversity and providing net gains in biodiversity where possible, preventing new and existing development being put at risk from unacceptable levels of soil, air, water or noise pollution or land instability, and remediating contaminated and unstable land.
27. *NPPF Part 12 – Conserving and Enhancing the Historic Environment* – Local Planning Authorities should have a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets, recognising that these are an irreplaceable resource and conserving them in a manner appropriate to their significance.

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/2116950.pdf> (*National Planning Policy Framework*)

28. The Government has recently cancelled a number of planning practice guidance notes, circulars and other guidance documents and replaced them with National Planning Practice Guidance (NPPG). The NPPG contains guidance on a number of issues, and of particular relevance to this proposal is guidance relating to conserving

and enhancing the historic environment, design, determining a planning application, natural environment, noise, transport evidence bases in decision taking, and trees in conservation areas. The guidance also gives advice on topics such as interpreting significance. Significance is defined as the value of the heritage asset to this and future generations because of its heritage interest.

<http://planningguidance.planningportal.gov.uk/> (*National Planning Practice Guidance*)

## **LOCAL PLAN POLICY:**

### Teesdale District Local Plan 2002 (TDLP)

29. *Policy BENV1 Alterations, Extensions and Change of Use to Listed Buildings* – states (inter alia) that such development is only acceptable if the character and appearance of the listed building is respected.
30. *Policy BENV3 Development Adversely Affecting the Character of a Listed Building* - precludes development that would adversely affect the character of a listed building or its setting.
31. *Policy BENV4 Development Within and or Adjoining Conservation Area* - states that such development will only be permitted if appropriately designed, of appropriate materials, does not generate excessive traffic or cause other environmental problems, does not lead to an unacceptable loss of trees, have underground services and meet other Local Plan policies.
32. *Policy BENV11 Archaeological Interest Sites* – requires developers of sites of potential archaeological interest to undertake a field evaluation. Developments that would cause unacceptable harm to such interests will not be approved.
33. *Policy C1 Schools, Health Centres and Community Facilities* – states that new community facilities should be located within or on the edge of settlements, and they should have level access and not adversely affect the amenities of neighbouring residents or land use.
34. *Policy ENV4 Historic Parks and Gardens* – seeks to protect the historic character and appearance of such areas as designated by English Heritage, including Bowes Museum Gardens.
35. *Policy ENV8 Safeguarding Plant and Animal Species Protected by Law* – precludes development that would significantly harm animal or plant species protected by law without effective mitigation.
36. *Policy ENV17 Sewerage Infrastructure and Sewage Disposal* – permits development proposals that place additional demand on the sewerage system only where adequate capacity allows.
37. *Policy GD1 General Development Criteria* – states new development will be permitted provided it complies with a number of criteria including (inter alia) a high standard of design, respect for the character of the area in which it would take place, not generate unacceptable levels of traffic and have satisfactory access, be compatible with nearby land uses, and be respectful of ecology, public health and energy consumption.
38. *Policy T2 – Traffic Management and Parking* – states that, in the case of new development, car parking should be limited to that necessary to ensure safe and efficient operation of the site.

## The County Durham Plan

39. Paragraph 216 of the NPPF says that decision-takers may give weight to relevant policies in emerging plans according to: the stage of the emerging plan; the extent to which there are unresolved objections to relevant policies; and, the degree of consistency of the policies in the emerging plan to the policies in the NPPF. The County Durham Plan was submitted for Examination in Public in April 2014 and stage 1 of that Examination has been concluded. However, the Inspector's Interim Report which followed, dated 18 February 2015, has raised issues in relation to the soundness of various elements of the plan. In the light of this, policies that may be relevant to an individual scheme and which are neither the subject of significant objection nor adverse comment in the Interim Report can carry limited weight. Those policies that have been subject to significant objection can carry only very limited weight. Equally, where policy has been amended, as set out in the Interim Report, then such amended policy can carry only very limited weight. Those policies that have been the subject of adverse comment in the interim report can carry no weight. Relevant policies and the weight to be afforded to them are discussed in the main body of the report.

*The above represents a summary of those policies considered most relevant in the Development Plan the full text, criteria, and justifications of each may be accessed at: <http://www.cartoplus.co.uk/durham/text/00cont.htm> (City of Durham of Durham Local Plan)  
<http://durhamcc-consult.limehouse.co.uk/portal/planning/> (County Durham Plan)*

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## **CONSULTATION AND PUBLICITY RESPONSES**

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### **STATUTORY RESPONSES:**

40. *The Highway Authority* – No objection is raised. Although it is stated that a combined emergency services site closer to a main distributor road would be locationally preferable, reducing the necessity to make use of local roads, the site chosen is acknowledged to be already in emergency services use. The additional traffic resulting from a police, NEAS and TWSMRT presence has been fully assessed, and in the case of the latter two bodies there is a recognition that they would operate mostly within the large predominantly rural area they would cover, returning to base infrequently, whilst in the case of the Police highway impact is predicted to be low. Accordingly highway impact is judged likely to be acceptable and most certainly less than severe.
41. *English Heritage (now Historic England)* – No objection is raised. No specific comments are offered, it being recommended that the application be determined in accordance with national and local policy guidance, and on the basis of the Council's specialist conservation service advice.
42. *Environment Agency* – No comment is offered, it being stated that the proposal falls outside the scope of which the Agency is a consultee.
43. *Northumbrian Water* – No objection is raised. However, as insufficient detail regarding anticipated foul and surface water flows has been provided by the applicant, it is requested that it be a condition of any planning approval that a detailed drainage scheme is provided for agreement prior to any development commencing.

## INTERNAL CONSULTEE RESPONSES:

44. *Spatial Policy* – No objection is raised. Policies C1, T2, BENV1 and BENV4 relating to community facility locations, highway impact, alterations to listed buildings and conservation area setting are stated to be key considerations against which this application should be assessed, and careful deliberation is said to be necessary to balance an enhanced emergency services provision against any residential amenity and traffic implications.
45. *Design & Conservation* – No objection is raised. Whilst it is considered there would be direct impact on both designated and non-designated assets, a balance is said to have been struck between that harm and the safeguarding of the residential amenity of those living close-by. On balance, such harm is considered to be less than substantial and outweighed by wider public benefits. In respect of remedial works to the listed wall, any approval should be conditional upon the submission of, and agreement to, method statements relating to the Drill Hall's demolition and the wall's remediation.
46. *Landscape* – No objection is raised. Whilst it is judged that the proposed building would be prominent in views from the registered Bowes Museum Park and Garden to the detriment of its character, it is recognised that the simple elevation facing the museum would minimise impact, and the level of harm would be less than substantial. That building would also lie partly within the Root Protection Area (RPA) of trees within the Park which should be avoided without an overriding justification. Should there be such a justification, there are technical solutions available to mitigate impact through foundation design, ground protection during construction, and rainwater and air introduction below floor level to allow soil irrigation and aeration.
47. *Ecology* – No objection is raised. The submitted Bat Risk Assessment has been reviewed and its conclusions accepted. However, it is requested that it be a condition of any planning approval that mitigation measures contained within Section 6 of the report be implemented.
48. *Archaeology* – No objection is raised. The submitted archaeological desk-based assessment (DBA) and Heritage Statement have been reviewed and their conclusions broadly accepted. The Drill Hall and former fire station should be recorded prior to its demolition, and conditions imposed requiring a programme of archaeological work to the approval of the Local Planning Authority and the publication of findings.
49. *Access and Rights of Way* – No objection is raised. There are no recorded Public Rights of Way through the site, and none outside the site would be affected.
50. *Environmental Health and Consumer Protection (Contamination)* – No objection is raised subject to a planning condition requiring a Phase 2 Land Quality Assessment. Historical maps and the submitted Phase 1 Land Quality Assessment have been reviewed. However, as the Assessment recommends a Phase 2 Site Investigation, it is requested this be a condition of any planning approval.
51. *Environmental Health and Consumer Protection* – No objection is raised subject to safeguards being put in place by way of planning condition relating to potential lighting and noise generation from the proposed development.

52. *Drainage & Coastal Protection* – No objection is raised. The risk of flooding is considered to be low. As a “brownfield” site surface water discharge rates should be 50% of existing, the hierarchy of sustainable surface water discharge (soakaway, watercourse then sewer) should be followed, and full drainage details together with reasoning should be provided as a condition of any planning permission.
53. *Petroleum Officer* – No objection is raised. Fuel stored on site would be DERV. This is not explosive in its normal state unless subject to heat from another fire. Accordingly risk is low.
54. *Sustainability* – No objection is raised. There are no concerns regarding the sustainability of the location chosen for this application. However, should planning permission be granted, it is requested that it be a condition that a Sustainability Statement be provided for agreement prior to development commencing.

#### **PUBLIC RESPONSES:**

55. This application was advertised by site and press notices. In addition notification letters were sent to individual properties in the vicinity of the site. Nine letters of objection have been received from local residents, and one from Barnard Castle Town Council. Notwithstanding a general welcoming of joint emergency service working from a common hub, the main material issues raised in opposition to the proposal are:
  - Inappropriate location within a residential area, with a lack of consideration for local residents.
  - Adverse impact on the local community by reason of additional traffic and parking demand, on-site training, the introduction of a “business use”, gym, and fuel tank with associated tanker deliveries.
  - Adverse impact on highway safety and no proper traffic survey.
  - Design, scale and massing out of keeping with the character and appearance of the area.
  - Negative impact on Bowes Museum and associated historic park and gardens.
  - Better alternative sites available, including Harmire industrial estate on the northern edge of the town
  - A flawed justification for location based upon the number of retained fire fighters living in Wilson Street.
  - No proper analysis of response times.
  - Reduction in service during the construction of the proposed hub.

#### **APPLICANTS STATEMENT:**

56. In determining the listed building and detailed planning applications for Wilson Street, Members will be aware that the project has received funding from the Fire Transformation Fund following an application in 2014 for the delivery of the “quad station” in Barnard Castle. The funding is specific to this project within Barnard Castle and cannot be used elsewhere. Key to the delivery strategy for this application is that the funding is conditional on being spent by April 2016. The proposed new “quad station” combines the existing 4 emergency services in Barnard Castle to one site, namely the existing fire station on Wilson Street. The new quad station significantly improves emergency facilities in the town and allows a shared benefit to the four services that would relocate there.



57. The funding allows this detailed application to be submitted to build a unique station which is to be the first of its kind in the country. The applicants have had a number of meetings with Durham County Council Officers including the Strategic Planning Team, Conservation, Highway, Trees and Ecology Officers. The meetings were positive and allowed early discussions to assess and mitigate potential impacts and offer solutions to conform to planning policy and the requirements of service delivery in Barnard Castle.
58. A comprehensive community engagement exercise was commissioned by the Applicant to establish key stakeholder and local residents' views prior to the submission of this formal submission. At the community presentation there was also an opportunity to present the proposals to the community of Barnard Castle to allay any misconceptions and provide relevant facts. The Barnard Castle community were involved in the development proposals, and where possible the scheme has been amended to address their concerns.
59. The loss of potential bat roosting features (training tower) will be mitigated by incorporating replacement roost sites into the proposed development. These measures will be incorporated alongside the mitigation proposed for the adjacent fire station site that also forms part of the development.
60. Whilst not a material consideration in determining this application, The Fire Authority reviewed 7 alternative sites including the existing locations of the other emergency services. All of the alternatives were discounted for operational, planning and locational reasons. The decision to redevelop on the current site is a decision made by the Fire Authority after careful consideration of the available information.
61. The nature of the on-call duty system for firefighters employed at the station means the building is not occupied for long periods of time, co-locating maximises the use of the building demonstrating value for money and making the long term presence of the emergency services in this rural town sustainable. Occupying the same building will foster closer working relationships between staff who often only encounter each other when responding to emergency incidents.
62. The proposals on balance accord with Teesdale Local Plan Policies GD1, BENV3, BENV4, BENV11, ENV3, ENV8, ENV15, ENV17 and T2 as well as NPPF specifically Paragraph 14 which requires applications which accord with the development plan to be approved without delay.
63. It is highly material that in the event of the funding not being spent by April 2016 no other streams of funding will exist to invest in the emergency services at the present time.

*The above represents a summary of the comments received on this application. The full written text is available for inspection on the application file which can be viewed at <http://publicaccess.durham.gov.uk/online-applications/search.do?action=simple&searchType=Application>*

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## **PLANNING CONSIDERATIONS AND ASSESSMENT**

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64. Having regard to the requirements of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the relevant Development Plan policies, relevant guidance and all other material planning considerations, including representations received, it is considered that the main planning issues in this instance relate to the principle of the development, affect upon visual amenity and impact upon heritage assets, residential amenity, highway safety and parking, landscape and trees, and ecology.

## Principle of Development

65. A fire station has operated from the application site, in one form or another, since 1948, therefore there has been an emergency service presence in Wilson Street for some 67 years. The merits of the concept of an emergency service hub, combining fire, police, ambulance and search and rescue, are not challenged, even by those who oppose the choice of the application site. As a community facility, the hub's relatively central Wilson Street location within Barnard Castle, and convenient access, meet the objectives of Policy C1 of the Local Plan provided residential amenity levels of those living nearby would not be adversely affected. Therefore, given the site's current use, the acceptability of the principle of this proposal rests upon its additional impact over and above that of the present fire station.
66. It has been suggested there are better alternative sites available for the proposed hub, and that the choice of Wilson Street has been based on the number of retained fire fighters living in the street, a situation that could well change in the future. This is accepted. However, every planning application must be evaluated on its individual merits rather than on the basis that there may be a better site elsewhere. Furthermore, in the assessment of this application no weight has been attached to the location of retained fire fighters' homes.

## Visual Amenity and Impact Upon Heritage Assets

67. In assessing the proposed development, regard must be had to the statutory duty imposed upon the Local Planning Authority as set out at Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 which sets out that, in considering whether to grant planning permission for development which affects a listed building, or its setting, the decision-maker shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. What this means is that a finding of harm to the setting of a listed building gives rise to a strong (but rebuttable) statutory presumption against the grant of planning permission. Any such harm must be given considerable importance and weight by the decision-maker.
68. In addition, Section 72 of the 1990 Act requires special attention to be paid to the desirability of preserving or enhancing the character or appearance of conservation areas in the consideration of new development proposals.
69. The proposed development would impact directly on the grade II listed Bowes Museum boundary wall, and the setting of the Barnard Castle Conservation Area, the Grade 1 listed Bowes Museum, and the Bowes Museum Registered Park and Garden. These are designated heritage assets. It also involves the demolition of the former fire station and Drill Hall, a non-designated heritage asset.
70. The submitted Heritage Statement states that careful consideration has been given to the proposals' impact on the significance of neighbouring heritage assets. It goes on to conclude that through careful siting, scale, massing, design and materials choice, the development would sustain the character and significance of those assets.
71. The Council's Design and Conservation Officer considers that a successful balance has been struck between minimising impact on designated heritage assets and minimising impact on residential amenity. In doing so the highest part of the development would be located away from residential properties but directly within the setting of the Bowes Museum Registered Park and Garden, and some harm to its setting would therefore result. However, that harm is judged to be less than

substantial, and in accordance with Paragraph 134 of the NPPF, must be weighed against the public benefits of the proposal. In this case, the public benefits relate to the concept of a closer working relationship between the emergency services, which is being pioneered in Teesdale, and has demonstrable benefits for both the services involved and the geographically extensive and frequently remote communities they serve. Economies resulting from a shared base and facilities would enable services to be maintained and continually developed to a high standard, whilst a closer physical relationship between the four services on a single site would foster better working relationships to the benefit of the overall quality of service and response times. In this regard, it is considered that the public benefits of delivering a new coordinated emergency service provision to Barnard Castle and its surrounding area would outweigh the harm caused.

72. Bowes Museum itself is a Grade I listed building that requires the highest levels of protection. However, given its relationship with the application site and to the actual building, and intervening vegetation and boundary treatments, it is considered there would be no harm to the setting of the building, and it is unlikely whether it would be visible in shared views of the proposed development. That said, there would be harm to a limited degree to views from Bowes Museum, but these would be mitigated by the proposed three storey building's simplicity and uniform finish, existing tree cover and zinc finish. Such harm is judged to be less than substantial and considered to be outweighed by the public benefits set out above.
73. The proposed development would affect the setting of the listed museum boundary wall running along the eastern edge of the application site. However, the wall was designed as a means of enclosure rather than a piece of architecture, intended to be experienced internally rather than in its entirety from the outside, and this is its significance. There are no distinctive architectural features that would be masked by the proposed development, and a firm understanding of the heritage asset would still be possible from exposed sections of the wall elsewhere.
74. Finally, the Heritage Statement's conclusion that the development would add to the character of buildings on the boundary of the conservation area, and represent an improvement in terms of design and finishes, is accepted. Means of enclosure would be predominantly close boarded fencing and existing stone walling. Only a short length of metal fencing would be used to enclose the training yard, its colour to be agreed. Accordingly the development would not have an industrial appearance as has been suggested.
75. The Heritage Statement's contention that the Drill Hall is not a heritage asset is not accepted; it being considered to be a non-designated asset by both the Council's Archaeology and Conservation Officers. However, the building's significance relates to its sociological history, being the last remnant of the former DLI barracks, rather than its architecture or physical presence. Applying the tests set by paragraphs 135 and 136 of the NPPF, it has been judged that the loss of the building, given its limited significance, would be outweighed by the wider public benefits of the provision of the emergency services hub, and the Drill Hall's replacement by a building that would make a more positive contribution to the setting of the conservation area.
76. Having regard to the requirements of sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, it is therefore concluded there would be little, and most certainly less than substantial harm to listed buildings, outweighed by public benefit, and an enhancement of the character and appearance of the conservation area, and as such the objectives of Policies GD1, BENV1, BENV3, BENV4, and ENV4 of the TDLP and Part12 of the NPPF are considered to have been met.

77. A submitted Archaeological Desk Based Assessment has concluded likelihood of buried archaeological remains within the application site to be low. This is accepted by the Council's Archaeology team. The loss of the Drill Hall is acknowledged as being the greatest heritage asset impact. Subject to planning conditions requiring further archaeological investigations and the recording of the Drill Hall prior to development commencing, the objectives of Policy BENV11 and Part 12 of the NPPF are considered to have been met.

#### Residential Amenity

78. Concerns have been expressed by a number of Wilson Street residents that, by reason of the proposal's scale, massing, design and activities, levels of residential amenity for those living close-by would be materially diminished. Particular aspects of the proposal cited are the comings and goings of emergency vehicles and visitors, training activities, and the physical presence of the proposed buildings relative to their surroundings.
79. Policies GD1 and C1 (inter alia) require new development proposals to be in character with its surroundings, respect the amenity of those living close-by. The proposed built development has been designed in such a way as to minimise physical impact on neighbouring residential properties in terms of overshadowing and privacy loss. The largest element, the three storey building alongside the eastern site boundary, is positioned some distance from the nearest homes which are flats forming part of Bowes Lyon House to the south. The blank southern gable of the three storey building would stand approximately 19m from the nearest habitable room window. Between that gable and the flats would be single storey garaging, storage, boundary landscaping, and a 2.4m high close boarded boundary fence. Accordingly, residential amenity levels are considered to be effectively safeguarded. No objection has been received from residents of these properties.
80. Two bungalows stand to the north of the application site, to the east of which would be built the two storey flat roof fire appliance and ambulance bay building, replacing the two storey pitched roof former fire station (Drill Hall) building. To the south would be built the single storey storage, cleaning and maintenance building. The boundary between the bungalows and the application site would be defined by a 2m high close boarded fence. The relationship between the bungalows and the proposed vehicle bays to the east would be better than their existing relationship with the Drill Hall as the bays would be some 4m lower in height. The proposed building to the south of the bungalows would stand within 10m of their rear elevations compared to a 14m distance from the existing fire station. However, there would be a 2m fence and existing vegetation in between, so at 4m in height, only the new building's upper 2m of blank elevation would be visible to the bungalow residents, softened by vegetation. It is therefore again concluded that residential amenity levels have been safeguarded. No objection has been received from residents of these properties.
81. The nearest Crook Lane residential property lies approximately 22m to the north of proposed built development. The nearest Wilson Street residential property lies approximately 29m to the west. Therefore, in terms of physical and privacy impact, it is considered that residential amenity levels would not be compromised.
82. As already discussed, a fire station has operated from the Wilson Street site for a number of years, and has become part of the fabric of the neighbourhood. It must therefore follow that the impact of the proposed multi emergency service hub, as it would affect residential amenity levels in terms of traffic generation and noise, has to be assessed on the basis of the additional services that would be introduced.

83. The submitted Transport Statement and Draft Parking and Access Management Plan explain how the hub would operate. It is stated that the Fire and Rescue service would operate as at present. Two fire appliances and a small Targeted Response Vehicle would be operated by a fully retained and on-call team of 22 retained fire fighters providing 24 hour coverage across two 12 hour shifts. No staff member is generally on site except during emergencies, or occasionally for maintenance or training, which would be held for 2 hours once a week. Firefighters also carry out some community work, usually on a Saturday morning. It is anticipated, based on current activity levels that the service would respond on average to approximately 0.6 incidents per day or around 4 per week.
84. The ambulance service currently operates from a site approximately 400m to the north of the application site on Victoria Road. Two ambulances would be based at the proposed hub. The first, crewed by two paramedics, would operate from 08:00 to 20:00 and be based during the day at Middleton in Teesdale. It would only leave from and return to its Wilson Street base at the beginning and end of its shift. The second would provide 24 hour cover over two twelve hour shifts (07:00 – 19:00 – 07:00). Each shift would be crewed by two paramedics. During both shifts the crews would generally travel between incidents, GP surgeries and hospitals, only returning to base for two 30 minute meal breaks. It is anticipated, based on current activity levels, ambulances would respond on average to approximately 7 emergencies per day, but these responses would be from within the community rather than from base.
85. The search and rescue service would operate a Land Rover and trailer from the site. The service would be manned by volunteers who would only be present at the hub during emergencies. During the year ending 18 November 2014 the service responded to 39 call outs, an average of less than one per week.
86. The police currently operate from Bede Kirk, just off the main B6278 Harmire Road which runs north out of Barnard Castle. There would be a 24 hour presence at the proposed hub, with a reception desk manned from 10:00 until 15:00 Monday – Friday. Overall, staffing levels would be low. A maximum of 11 staff would use the hub as a base at any one time, both uniformed and non-uniformed, some of whom would spend the majority of their time in the community. Four police vehicles, comprising two cars and two vans/minibuses would be based on site. Outside reception opening hours there would be an intercom and CCTV facility linking callers to a communications centre elsewhere. Based upon present activity levels at the existing police station, five to seven visitors per day would be anticipated.
87. The police also expect to respond to 10 incidents per day on average based upon current experience, of which half would typically be “blue light” occurrences. However, it should be noted that Response Officers are based in Bishop Auckland, so only in situations where a Neighbourhood Officer based at Barnard Castle is nearest to the incident would they respond. Furthermore, as Neighbourhood Officers are not on duty at night, responses during that period would always originate from Bishop Auckland.
88. It has been stated that such a “business use” is inappropriate within a residential area. Whilst it is accepted a residential area would not be the first choice for an emergency services hub, appropriate weight must be given to the fact that an emergency service already operates from the application site without problem. As it has been demonstrated that the additional activity is unlikely to impact negatively on the site’s surroundings, neighbouring residents, and highway safety, its wider community benefits are judged to outweigh such concerns.

89. So in summary, only the police and ambulance service would have a daily presence on site, with the latter operating primarily away from the hub out in the community. A fire and search and rescue service presence would be infrequent and only at times of emergency call outs and training events. Current activity levels at the site are low as a result of low call-out rates. This would increase as a result of four services with their own call-outs operating from the site rather than one. However, the increased level of activity would still be comparatively low and unlikely to cause significant harm in terms of noise and disturbance. Consequently, overall day to day activity levels at the proposed Quad Emergency Services Hub is predicted to be low, and residential amenity level impact likewise. A condition of any planning permission would be the submission of, and agreement to, a Site Management Plan, and this would reinforce assurances already given concerning levels of activity and their nature. Therefore it can be reasonably concluded that residential levels would not be adversely impacted upon, in compliance with the objectives of Policies GD1 and C1 of the TDLP.

### Highway Safety and Parking

90. The Highway Authority accepts the submitted Transport Statement as an accurate reflection of the likely impact of the proposal upon the local road network. It is agreed that likely generated peak hour vehicle movements are significantly less than the normal minimum threshold necessitating further investigation of junction capacity. A traffic survey was carried out on behalf of the applicant on 8 April 2015 in response to concerns raised by neighbouring residents, in order to determine the proportion of traffic generated relative to current flows. The survey was conducted during the Easter school holidays when traffic was comparatively light, but it was still concluded that proportionately impact would be low. As flows would be greater within term time, impact resulting from the proposal as a proportion would be even less. It therefore follows that impact would be less than severe, the test set by Paragraph 32 of the NPPF, which states development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
91. Wilson Street, although residential, is a through route along which a bus service runs. Therefore, a certain level of traffic along it is to be expected. The Highway Authority is of the view that the proposed development, by virtue of its nature and working patterns, is unlikely to significantly alter these movement patterns. The proposed arrangement whereby fire appliance and ambulance traffic depart the site northwards into Crook Lane, and return from the west via Wilson Street, offers a safer pattern of traffic movement than currently the case, avoiding the use of Wilson Street on every occasion.
92. Parking arrangements are considered acceptable in terms of location, access and numbers. A total of 9 spaces, 3 of which would be allocated for minibuses or long wheelbase vans, would be provided within the gated training yard, and 18 spaces, 1 of which would be a disabled bay, would be provided outside the yard within the Wilson Street frontage. Maximum staff parking demand is likely to be during the day, with up to 11 police and 4 ambulance staff present typically. However, not all would necessarily arrive by car. Nevertheless, were this presence to result in 15 parking spaces being occupied, mostly within the gated yard, 12 would remain vacant, which is more than sufficient for the 7-10 visitors predicted over the course of a day. As it is anticipated that there would be little if any demand for hub services parking during evenings or overnight, the 18 Wilson Street frontage spaces could be made available by prior agreement for the use of Wilson Street residents and those using the adjacent scout hut at times of low hub activity. It is therefore concluded that the objectives of Policies GD1 and T2 of the TDLP and NPPF Part 4 have been met.

### Landscape and Arboricultural impact

93. The proposal is anticipated to have some negative impact on the setting of the Registered Park. The three storey building that would stand along the edge of the park would be prominent in views from within it, to the impacting on its character. However, harm has been judged to be less than substantial, which would be minimised by the building's simple elevation and choice of materials. Therefore, applying the test set out in NPPF paragraphs 135 and 136, such harm is judged to be outweighed by the wider community benefits of the proposed development.
94. The more immediate impact of the three storey building upon boundary trees within the park is of greater concern. It would lie partly within the root protection area (RPA) of trees 11, 13 and 14 within the submitted Arboricultural Method Statement, and these are visually important mature specimen. The building's construction has the potential to harm these trees by damaging their root systems and altering the trees' soil and light environments. Pruning would also be necessary to address branches both overhanging and touching the building.
95. Although this is a situation normally to be avoided, the reasons for the building's siting have already been discussed. Without mitigation it is estimated 20% of the RPA of tree 11, 30% of tree 13 and 10% of tree 14 would be removed. A foundation design has been submitted to address this issue. It would only make modest incursions below ground level, and in itself would not result in root loss of the above order. However, the reduction in ground level in the stairwell area would still involve the loss of approximately 7-8% of the RPA of trees 13 and 14. Furthermore, changes to the soil environment beneath the proposed building, particularly in respect of water and gaseous exchange, could affect up to 20% of the RPAs of trees 11 and 13. Additional mitigation is therefore necessary.
96. Such mitigation would take the form of the diversion of rainwater through perforated pipes into the space beneath the building and the addition of airbricks or vents. This would irrigate and aerate the soil. While some residual harm is still likely to result, it would be of a far lesser magnitude. Additional mitigation could take the form of the use of partially composted bark mulch within the narrow strip of land between building and listed wall. It is anticipated that the trees would generally cope with the necessary reductive pruning, although that carried out to tree 13 would create some large wounds, and result in an asymmetrical crown.
97. In summary, subject to the described mitigation measures which can be secured by planning condition, landscape and arboricultural impact is considered to be acceptable, with limited harm off-set by the overall scheme's wider community benefits. The objectives of Policy ENV4 of the TDLP and Part 11 of the NPPF are therefore considered to have been met.

## Ecology

98. The potential presence of protected species within the application site has been fully assessed by a submitted Habitat and Protected Species Risk Assessment. It concludes there to be a low to medium risk of nesting birds, and some signs of bat roosting and foraging, particular in the training tower. The risk of a bat presence within the Drill Hall is said to be low. Breeding birds and their nests are legally protected from disturbance and harm. The report recommends that a building and vegetation management programme is devised and implemented in advance of the main construction period to minimise the risk of breeding birds becoming resident in the working area should works coincide with the bird breeding season. If vegetation and building removal is required during the bird breeding season it is advised that a checking survey for nesting birds should be undertaken by a suitably qualified ecologist in advance of works being undertaken which could harm or disturb nesting

birds. A low level of bat presence, as evidenced by roosting and foraging signs, would be addressed by the incorporation of replacement roosts within the scheme. Such mitigation would be a condition of any planning permission. The objectives of Policy ENV8 of the TDLP and Part 11 of the NPPF are therefore considered to have been met.

## Other Matters

99. The site is considered to be of low flood risk by the Council's Drainage and Coastal Protection team, and no objection to the proposed development has been raised by Northumbria Water in terms of drainage capacity within its system subject to the provision of full site drainage details, which would be a condition of any planning permission. The objectives of Policy ENV17 of the TDLP and Part 10 of the NPPF are therefore considered to have been met.
100. Matters concerning environmental health and consumer protection, and sustainable construction, can also be dealt with by planning condition, and no issues relating to public rights of way have been raised. So overall the objectives of Policy GD1 of the TDLP have been met.
101. The inclusion of a gym is common practice within emergency services facilities to enable staff to maintain the required level of fitness commensurate with their responsibilities. This would not be open to the public and should be not confused with a commercial gym or fitness club.
102. The storage of diesel fuel underground is not considered to be hazardous, and there is no evidence to suggest there would be fume emissions. Access is adequate for tanker deliveries on the occasions it would be necessary.
103. During the construction of the hub, should planning permission be granted, the fire service would operate temporarily from a site that forms part of the Glaxo industrial complex off the B6278 Harmire Road on the northern edge of Barnard Castle. Response times are a matter for the respective emergency services and are not in themselves an overriding material consideration in the determination of this application. The site has been chosen by the applicant, it is therefore reasonable to assume the location satisfies all operational requirements including response times.

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## **CONCLUSION**

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104. The acceptability of this proposal turns essentially upon whether its overall benefits to the wider community outweigh any perceived or actual harm to both heritage assets and residential amenity.
105. By centralising emergency services there are demonstrable efficiencies in terms of shared facilities, joint working and enhanced communications. This would be of considerable benefit to an extensive and predominantly rural catchment area, creating a state of the art public service which would be the first of its kind, and for which funding is currently available.
106. Evidence has been provided, and accepted by the Local Planning Authority's specialist advisors, that demonstrates harm to heritage assets would be less than substantial, and indeed the setting of the conservation area would be enhanced. Additional traffic generated, as a proportion of existing flows, would be comparatively low, and impact upon residential amenity would be no more than slight. The effects



on trees and wildlife can be mitigated, day to day hub activities managed by agreement, and off road parking space made available for public use by arrangement.

107. Therefore on balance, this is considered to be a sustainable form of development, the benefits of which are considered to decisively outweigh any harm. Furthermore, is considered to be fully compliant with relevant policies of the TDLP and relevant sections of the NPPF, including Part 8 that seeks to create a healthy communities and safe environments.

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## **RECOMMENDATION**

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- A. That application DM/15/00352/FPA be **APPROVED** subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

*Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.*

2. The development hereby approved shall be carried out only in accordance with the approved plans and specifications contained within following documents:

PROPOSED SITE PLAN AL (0) 02 REV 11  
PROPOSED ELEVATIONS/SECTIONS AL (0) 40 REV 8  
PROPOSED ELEVATIONS AL (0) 41 REV 8  
PROPOSED ELEVATIONS/SECTIONS AL (0) 42 REV 6  
GROUND FLOOR PLAN AL (0) 30 REV 10  
FIRST FLOOR PLAN AL (0) 31 REV 9  
SECOND FLOOR PLAN AL (0) 32 REV 9  
ROOF PLAN AL (0) 33 REV 4  
SECTIONS AL (00 43 REV 5  
SECTIONS AL (0) 44 REV 3

*Reason: To meet the objectives of Policies BENV1, BENV2, BENV3, BENV4, C1, ENV4, ENV10, GD1 & T3 of the Teesdale District Local Plan 2002.*

3. No development shall commence until full details, including samples, of all materials to be used in the construction of the hereby approved development and its means of enclosure have been submitted to, and approved in writing by, the Local Planning Authority. Thereafter construction shall take place in full accordance with the approved details.

*Reason: To meet the objectives of Policies BENV1, BENV2, BENV3, BENV4, BENV4 & GD1 of the Teesdale District Council Local Plan 2002.*

4. No development shall commence until a construction working practices strategy that includes (but not exclusively) dust, noise, and light mitigation; tree protection; compound location; traffic management and hours of working, shall be submitted to, and agreed in writing by, the Local Planning Authority. Thereafter construction will take place in full accordance with that agreement.

*Reason: In the interests of public health, highway safety and amenity, in accordance with the objectives of Policy GD1 of the Teesdale District Local plan 2002.*

5. Prior to first occupation of any part of the approved development, a working practices statement, to include hours of operation of all emergency services hub activity, including (but not exclusive to) outside training and car park availability to third parties, shall be submitted to, and agreed in writing by, the Local Planning Authority. Thereafter, the terms of the approved working practices will be adhered to in full.

*Reason: In the interests of residential amenity and in accordance with Policy GD1 of the Teesdale District Local Plan 2002.*

6. No development shall commence until full details of surface and foul water drainage, to include flow rates, oil interceptors, and method of disposal, shall be submitted to and agreed in writing by the Local Planning Authority, taking full account of sustainable drainage principles and the hierarchy of preference, supported by a permeability test in accordance with BRE Digest 365. Reference should be made to the County Council's Surface Water Management Plan.

*Reason: In accordance with the objectives of Policy GD1 of the Teesdale District Local Plan 2002 and Part 10 of the NPPF.*

7. Notwithstanding the information shown on the approved drawings and supporting documents, prior to the hereby approved development's occupation internal and external lighting details, including fitting types, locations, illumination levels and light spill, shall be submitted to, and agreed in writing by, the Local Planning Authority. Thereafter, the agreed scheme shall be implemented in full.

*Reason: In the interests of visual and residential amenity, and of the setting of Barnard Castle Conservation Area, Bowes Museum, its grounds, in accordance with the objectives of Policies BENV3, BENV4 and GD1 of the Teesdale District Local Plan 2002.*

8. Prior to development commencing, a noise report detailing and evaluating all noise sources, with appropriate mitigation, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in full agreement with that agreement.

*Reason: In the interests of residential amenity in accordance with the objectives of Policy GD1 of the Teesdale District Local Plan 2002.*

9. No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation, including a timetable for the investigation, which has been submitted by the applicant and approved in writing by the Local Planning Authority. The Scheme shall provide for:

- i) The proper identification and evaluation of the extent, character and significance of archaeological remains to evaluate areas of new build (post demolition in the case of the additions to Building 1 etc.)

- ii) An assessment of the impact of the proposed development on any archaeological remains identified in the evaluation phase

- iii) Proposals for the preservation in situ, or for the investigation, recording and recovery of archaeological remains and the publishing of the findings, if evaluation (i) identifies any significant archaeology;

iv) Methodologies for an English Heritage style photographic survey incorporating photographic levels 1-2, 4-8 for buildings identified as significant in the supporting reports

v) Sufficient notification and allowance of time to archaeological contractors nominated by the developer to ensure that archaeological fieldwork as proposed in pursuance of (i) and (iii) above is completed prior to the commencement of permitted development in the area of archaeological interest; and

vi) Notification in writing to the County Durham and Darlington County Archaeologist of the commencement of archaeological works and the opportunity to monitor such works.

The development shall then be carried out in full accordance with the approved details.

*Reason: To comply with Policy BENV11 of the Teesdale District Local Plan 2002.*

10. Prior to the development being occupied, a copy of the report on any analysis, and/or publication shall be deposited at the County Durham Historic Environment Record, and archiving required as part of the mitigation strategy shall be deposited at an agreed repository. This may include full analysis and final publication.

*Reason: To comply with paragraph 141 of NPPF to ensure that the developer records and advances understanding of the significance of the heritage asset to be lost (wholly or in part) in a manner proportionate to its importance impact, and to make this evidence (and any archive generated) publicly accessible.*

11. No development shall commence until:

(a) A Phase 2 Site Investigation and Risk Assessment is required and shall be carried out by competent person(s) to fully and effectively characterise the nature and extent of any land and/or groundwater contamination and its implications.

(b) If the Phase 2 identifies any unacceptable risks, remediation is required and a Phase 3 Remediation Strategy detailing the proposed remediation and verification works shall be carried out by competent person(s). No alterations to the remediation proposals shall be carried out without the prior written agreement of the Local Planning Authority. If during the remediation or development works any contamination is identified that has not been considered in the Phase 3, then remediation proposals for this material shall be agreed in writing with the Local Planning Authority and the development completed in accordance with any amended specification of works.

(c) Upon completion of the remedial works (if required), a Phase 4 Verification Report (Validation Report) confirming the objectives, methods, results and effectiveness of all remediation works detailed in the Phase 3 Remediation Strategy shall be submitted to and agreed in writing with the Local Planning Authority within 2 months of completion of the development.

*Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risk to workers, neighbours and other offsite receptors in accordance with NPPF Part 11.*

12. No development shall commence until a scheme to embed sustainability and minimise carbon from construction and in-use emissions, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in complete accordance with the approved scheme and retained while the building is in existence.

*Reason: In compliance with the objectives of Part 10 of the NPPF.*

13. Mitigation recommendations contained within Part 6 of Penn Associates Bat Roost and Bird Risk Assessment (January 2014) and within Recommendation 1 of Penn Associates Habitats and Protected Species Risk Assessment (January 2015) be implemented in full.

*Reason: In compliance with the objectives of Policy ENV8 of the Teesdale District Local Plan 2002.*

14. No construction work shall take place, nor any site cabins, materials or machinery be brought on site, until all trees and hedges indicated on the approved Landscape Masterplan to be retained are protected by the erection of fencing, placed as indicated on the plan and comprising a vertical and horizontal framework of scaffolding, well braced to resist impacts, and supporting temporary welded mesh fencing panels or similar approved in accordance with BS.5837:2005. This protection shall remain in place for the duration of the construction period.

No operations whatsoever, no alterations of ground levels, and no storage of any materials are to take place inside the fences, and no work is to be done such as to affect any tree.

No removal of limbs of trees or other tree work shall be carried out without the written agreement of the Local Planning Authority.

*Reason: In accordance with the objectives of Policies ENV4 and ENV10 of the Teesdale District Local Plan 2002.*

15. No development shall commence until an amended Tree Protection Plan (TPP) and Arboricultural Method Statement providing ground protection across the full extent of the root protection areas of trees T11, T12 & T13, as shown on the submitted TPP, has been submitted to and approved in writing by the Local Planning Authority. Thereafter the agreed details shall be implemented in full.

*Reason: In accordance with the objectives of Policies ENV4 and ENV10 of the Teesdale District Local Plan 2002.*

16. No development shall commence until a scheme for the irrigation by rainwater and ventilation of the sub-floor void relative to trees T11, T12 & T13, as shown on the submitted Tree Protection Plan, has been submitted to and approved in writing by the Local Planning Authority. Thereafter the agreed details shall be implemented in full.

*Reason: In accordance with the objectives of Policies ENV4 and ENV10 of the Teesdale District Local Plan 2002.*

17. No development shall commence until details of the landscape treatment of the strip of land between the approved building and listed wall, designed to foster an enhanced rooting environment for adjacent trees, has been submitted to and approved in writing by the Local Planning Authority. Thereafter the agreed details shall be carried out in full.

*Reason: In accordance with the objectives of Policies ENV4 and ENV10 of the Teesdale District Local Plan 2002.*

18. No development shall commence until a photographic recording of the former fire station and Drill Hall has been submitted to and approved in writing by the Local Planning Authority

*Reason: In the interests of recording a non-designated heritage asset in accordance with the objectives of Part 12 of the NPPF.*

- B.** That the application DM/15/00353/LB be **APPROVED** subject to the following conditions:

1. The works to which this consent relates must be begun not later than the expiration of three years beginning with the date on which the consent is granted.

*Reason: In accordance with Section 18(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.*

2. The development hereby approved shall be carried out only in accordance with the approved plans and specifications contained within following documents:

PROPOSED SITE PLAN AL (0) 02 REV 11  
PROPOSED ELEVATIONS/SECTIONS AL (0) 40 REV 8  
PROPOSED ELEVATIONS AL (0) 41 REV 8  
PROPOSED ELEVATIONS/SECTIONS AL (0) 42 REV 6  
GROUND FLOOR PLAN AL (0) 30 REV 10  
FIRST FLOOR PLAN AL (0) 31 REV 9  
SECOND FLOOR PLAN AL (0) 32 REV 9  
ROOF PLAN AL (0) 33 REV 4  
SECTIONS AL (00 43 REV 5  
SECTIONS AL (0) 44 REV 3

*Reason: To meet the objectives of Policies BENV1, BENV2, BENV3, BENV4, C1, ENV4, ENV10, GD1 & T3 of the Teesdale District Local Plan 2002.*

3. No development shall commence until a demolition method statement and listed wall remediation statement have been submitted to and approved in writing by the Local Planning Authority. Thereafter, these works shall be carried out in full accordance with the agreed details.

*Reason: In accordance with the objectives of Policies BENV1 and BENV3 of the Teesdale District Local Plan 2002*

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## **STATEMENT OF PROACTIVE ENGAGEMENT**

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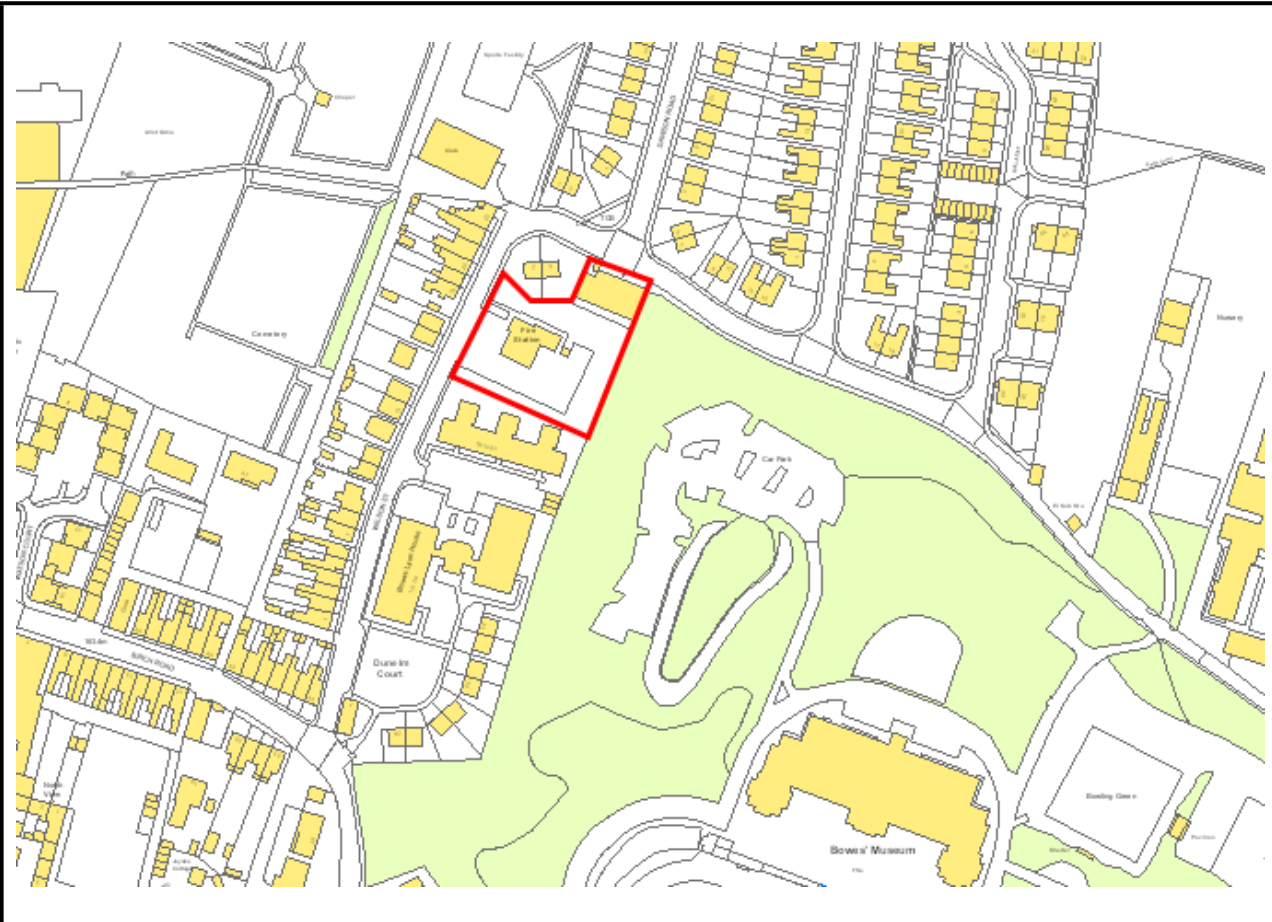
The Local Planning Authority in arriving at its decision to approve the application has, without prejudice to a fair and objective assessment of the proposals, issues raised and representations received, sought to work with the applicant in a positive and proactive manner with the objective of delivering high quality sustainable development to improve the economic, social and environmental conditions of the area in accordance with the NPPF. *(Statement in accordance with Article 31(1) (CC) of the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012.)*

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## **BACKGROUND PAPERS**

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- Submitted application form, plans supporting documents and subsequent information provided by the applicant
- National Planning Policy Framework
- National Planning Policy Guidance
- Planning (Listed Buildings and conservation) Act 1990
- Teesdale District Local Plan 2002
- The County Durham Plan (Submission Draft)
- Statutory, internal and public consultation responses



**Planning Services**

DM/15/00352/FPA

Demolition of fire station and storage building, make good listed wall, erection of Quad Emergency Services Building, with associated training yard, car parking and access.

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**Comments**

**Date** April 2015

**Scale** Not to scale