

COMMITTEE REPORT

APPLICATION DETAILS

APPLICATION No:	DM/22/00717/FPA
FULL APPLICATION DESCRIPTION:	Construction of new collection building for Locomotion with associated access and landscaping
NAME OF APPLICANT:	The Board of Trustees of the Science Museum
ADDRESS:	Land West of Locomotion the NRM at Shildon, Dale Road Industrial Estate, Shildon, Co Durham
ELECTORAL DIVISION:	Shildon and Dene Valley
CASE OFFICER:	Mark O'Sullivan, Senior Planning Officer, 03000 261056, mark.o'sullivan@durham.gov.uk

DESCRIPTION OF THE SITE AND PROPOSALS

The Site

1. The application site relates to a parcel of previously developed industrial land (some 1.5Ha) located to the south west of the Shildon National Railway Museum (NRM). The site known locally as 'Ashfields' was formerly occupied by a banana processing factory which was demolished many years ago and retains remnants of its previous use in the form of a large concrete slab of the former building and surrounding tarmac surfaces covering much of the site.
2. Immediately to the north lies a children's play area within the adjacent museum site, and the Bishop Auckland to Darlington railway line. North of the railway is a residential area on Spout Lane, visible from the site.
3. To the west is Dale Road where numerous two storey detached and semi-detached homes are located, with industrial buildings on Dabble Duck Industrial Estate beyond.
4. The site is also bounded by Dale Road to the south linking the NRM site to the main highway network to the west, with undeveloped land beyond. Outline approval was granted in November 2020 for residential development of up to 340no. dwellings on this land (planning ref: DM/18/00101/OUT).
5. The application site is bordered by a copse of trees along the northern site boundary and soft landscaping extending along the southern and western boundaries.
6. Vehicular access to the site is currently provided via 2no. separate bell mouth junctions onto Dale Road to the south which served former industrial buildings on the site.

The Proposal

7. The Shildon Locomotion officially opened in 2004, and became part of the Science Museum Group in 2017. The Science Museum Group is a collection of national museums in the UK that includes the Science Museum (London), the National Railway Museum (York), the Science and Industry Museum (Manchester), Locomotion (Shildon, County Durham), the National Science and Media Museum (Bradford) and the National Collections Centre (Wroughton, Swindon). As the sister site of the National Railway Museum in York, the Shildon Locomotion celebrates Shildon as the cradle of the railways where the Stockton and Darlington Railway was the first public railway to run steam-powered locomotives. The museum is currently home to more than 70 rail vehicles from the national collection, including internationally significant items. The 6000m² purpose-built museum plays a vital role in Shildon with volunteers and community activities contributing to the distinctive character, presentation and interpretation of the site.
8. As part of the National Railway Museums 'Vision 2025' marking the 200th anniversary of the Stockton to Darlington Railway, the Shildon site aims to build new audiences and grow annual visitor number from 200,000 to 250,000. As part of this vision, the Shildon site is proposing to develop 'Locomotion Building Two'.
9. Planning permission is sought for the construction of a new storage and exhibition building at the Shildon NRM site to house additional railway collection vehicles, managed by the Science Museum Group. Occupying a floor area 2106m², and set within landscaped surrounds, the proposed collection building would be of single storey height (max 7.9m reducing to 5.83m), with maximum dimensions of 75m length x 28m depth. The proposed building would be located towards the northern edge of the application site and set on a north-west to south-east axis, tapering away from the northern boundary of the existing hardstanding, whilst following the alignment of the railway lines to the north. An enhanced landscape scheme would be implemented around the main building comprising areas of hard and soft landscaping.
10. Public access to the site would be gained through the main museum to the north east which has a large public car park to the south of the main museum collection building. Vehicular access into the site for the delivery of collection exhibits and maintenance purposes would be achieved from Dale Road to the south via a newly created access point.
11. The museum hopes to open this new facility in 2023 ahead of celebrations to mark the bicentenary of the Stockton & Darlington Railway in 2025.
12. The planning application is reported to the Planning Committee in accordance with the Council's Scheme of Delegation as the proposals fall within the definition of major development.

PLANNING HISTORY

13. Outline planning permission was granted in February 2017 for the erection of up to 310no. dwellings on land to the south of Dale Road, including the current application site (planning ref: DM/14/03431/OUT). The outline permission replaced an earlier extant consent (7/2008/0551/DM) for the same development. Since that decision, the land to the south of the application site and east of Locomotion has been subject to a separate outline proposal by Theakston Estate Ltd for the development of up to 340no. houses, which was approved in November 2020 (planning ref: DM/18/00101/OUT). As

part of this approval it was confirmed that the current application site would be subject to a separate application to be submitted by the museum as an expansion to its facility. The timescales for implementation of this most recent approval are presently unknown.

PLANNING POLICY

NATIONAL POLICY

14. A revised National Planning Policy Framework (NPPF) was published in July 2018 (with updates since). The overriding message continues to be that new development that is sustainable should go ahead without delay. It defines the role of planning in achieving sustainable development under three overarching objectives – economic, social and environmental, which are interdependent and need to be pursued in mutually supportive ways. In accordance with Paragraph 213 of the National Planning Policy Framework, the following elements of the NPPF are considered relevant to this proposal.
15. *NPPF Part 2 Achieving Sustainable Development* - The purpose of the planning system is to contribute to the achievement of sustainable development and therefore at the heart of the NPPF is a presumption in favour of sustainable development. It defines the role of planning in achieving sustainable development under three overarching objectives - economic, social and environmental, which are interdependent and need to be pursued in mutually supportive ways. The application of the presumption in favour of sustainable development for plan-making and decision-taking is outlined.
16. *NPPF Part 4 Decision-making* - Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.
17. *NPPF Part 6 Building a strong, competitive economy* - Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
18. *NPPF Part 8 Promoting Healthy and Safe Communities* - The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Developments should be safe and accessible; Local Planning Authorities should plan positively for the provision and use of shared space and community facilities. An integrated approach to considering the location of housing, economic uses and services should be adopted.
19. *NPPF Part 9 Promoting Sustainable Transport* - Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Developments that generate significant movement should be located where the need to travel will be minimised and the use of sustainable transport modes maximised.

20. *NPPF Part 11 Making Effective Use of Land* - Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.
21. *NPPF Part 12 Achieving Well-Designed Places* - 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.
22. *NPPF Part 14 Meeting the Challenge of Climate Change, Flooding and Coastal Change* - The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.
23. *NPPF Part 15 Conserving and Enhancing the Natural Environment* - The Planning System should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, geological conservation interests, recognising the wider benefits of ecosystems, minimising the impacts on biodiversity, preventing both new and existing development from contributing to or being put at unacceptable risk from Page 73 pollution and land stability and remediating contaminated or other degraded land where appropriate.
24. *NPPF Part 16 Conserving and Enhancing the Historic Environment* - Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

<https://www.gov.uk/guidance/national-planning-policy-framework>

NATIONAL PLANNING PRACTICE GUIDANCE:

25. The Government has consolidated a number of planning practice guidance notes, circulars and other guidance documents into a single Planning Practice Guidance Suite. This document provides planning guidance on a wide range of matters. Of particular relevance to this application is the practice guidance with regards to; determining a planning application; flood risk; healthy and safe communities; land affected by contamination; housing and economic development needs assessments; housing and economic land availability assessment; natural environment; noise; public rights of way and local green space; planning obligations; use of planning conditions; and; water supply, wastewater and water quality.

<https://www.gov.uk/government/collections/planning-practice-guidance>

LOCAL PLAN POLICY:

The County Durham Plan

26. Paragraph 47 of the NPPF states that planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. The development plan is the County Durham Plan (CDP). The following CDP policies would be deemed relevant to the determination of the application:

Policy 6 (Development on unallocated sites)
Policy 7 (Visitor attractions)
Policy 21 (Delivering sustainable transport)
Policy 29 (Sustainable design)
Policy 31 (Amenity and pollution)
Policy 32 (Despoiled, degraded, derelict, contaminated and unstable land)
Policy 35 (Water management)
Policy 36 (Water infrastructure)
Policy 39 (Landscape)
Policy 40 (Trees, woodlands and hedges)
Policy 41 (Biodiversity and geodiversity)
Policy 43 (Protected Species and Nationally and Locally Protected Sites)
Policy 44 (Historic environment)
Policy 56 (Safeguarding mineral resources)

<https://www.durham.gov.uk/cdp>

CONSULTATION AND PUBLICITY RESPONSES

STATUTORY RESPONSES:

27. *Sildon Town Council* – No comments received.
28. *Highway Authority* – Raise no objections.
29. *The Coal Authority* – Raise no objections, subject to the imposition of condition.
30. *NWL* – Raise no objections, subject to condition. Development should be carried out within strict accordance with the submitted document entitled “Drainage Strategy Report”.
31. *Network Rail* – No comments received.
32. *Historic England* – No comment.

INTERNAL CONSULTEE RESPONSES:

33. *Spatial Policy* – No objections. The proposal will invest in an existing facility and is considered to be acceptable in principle.
34. *Design and Conservation* – Raise no objections.

35. *Ecology* – No objections subject to suggested conditions. The tree identified to be of moderate risk for bats is to be retained as part of the proposals. Adequate net gains in biodiversity can be achieved by the proposals and there would be no threat to Dingy Skipper populations.
36. *Contaminated Land* – Raise no objections, subject to condition.
37. *Environmental Health (Noise)* – No objections, subject to conditions controlling noise mitigation, sensitive construction and the submission of a construction management plan.
38. *Air Quality* – No objections.
39. *Drainage* – Raise no objections to the proposals. Given the proposed access will only be used for occasional exhibit deliveries and not for general access by the public, staff, or daily commercial use, the treatment of surface water can be relaxed to that as proposed.
40. *Landscape* – Raise no objections subject to conditions controlling lighting details. A landscape management plan has been provided which is deemed acceptable.
41. *Trees* – Raise no objections.
42. *Archaeology* – Raise no objections.
43. *PALO* – No comments received.
44. *Visit County Durham* - No comments received.
45. *Friends of Stockton – Darlington Railway* - No comments received.

PUBLIC RESPONSES:

46. The application has been publicised by way of site and press notice, and notification letters to neighbouring residents. No representations have been received in response to this exercise.
47. Cllr Shirley Quinn offers her full support to the application, welcoming the development of the vacant site which would reduce anti-social behaviour and prevent unauthorised encampments on the land.

APPLICANTS STATEMENT:

48. The Locomotion site opened in 2004 and is amongst the premier tourist attractions in County Durham, attracting around 200,000 visitors a year. The new building will house over 50 railway vehicles from the national collection, adding to the vehicles that are already on display there and making Locomotion one of the largest collections of railway vehicles in the world. It is expected to open in 2023 ahead of celebrations to mark the bicentenary of the Stockton & Darlington Railway in 2025 and will provide further opportunities to tell the story of Shildon as the world's first railway town.
49. Together with the existing collection building and better interpretation across the whole site, the new building will enable the museum to tell a more involved and more coherent story of the railway industry from its earliest days in Shildon to the present,

taking account of its national and international impact. It will also act as an impetus to enhance learning and engagement activity on site and provide more opportunities for volunteering, already a popular part of the programme. Significantly, the new building will result in longer dwell times on site which will contribute to the long-term financial sustainability of Locomotion.

50. The new collection building will occupy the former Ashfield's industrial site to the north of Dale Road. The land was previously occupied by a large banana processing plant but the buildings have now been demolished and the site is in a derelict state. It was transferred to Durham County Council for the expansion of Locomotion and the County Council will now act as funding partners to the Science Museum Group in bringing the project forward.
51. The proposal offers a fantastic opportunity to redevelop this large brownfield site. The collection building is of a contemporary appearance with a mono-pitched roof, which rises to the main public face to the north. Its orientation, scale and massing and internal environment is driven by the unique role of the facility to enable the storage and movement of large locomotives. Insulated metal cladding panels are proposed to create a decorative exterior, which compliments the existing museum. The use of high-performing materials within the external envelope offers a low energy means of achieving a stable internal environment that will protect and conserve the collection. The development will achieve a BREEAM rating of 'very good'
52. Whilst the building footprint only covers around 20% of the wider landholding, a comprehensive landscaping scheme is proposed to improve the sense of arrival to Locomotion, emphasising its role as a cultural cornerstone for the community and contributing to the wider regeneration of this part of Shildon. The main area of opportunity lies to the south, where the approach is to create landscape character authentic to the railway. The recycling and re-use of existing materials is a key component of this, where existing hard landscapes are repurposed and de-paved in areas to create porosity and enhance biodiversity. The layout of this area references the proportions of railway sidings and will provide a playable landscape for visitors with an attractive southern aspect.
53. In the lead up to the submission, extensive discussions were held with planning officers at the Council along with their technical advisors as part of a formal pre-application process. The team at Locomotion has also consulted with key stakeholders in the local community and the wider region and in January this year, they held a formal public consultation exercise including drop-in sessions and an online event. The proposals were very well received by the local community, who considered the development to be an excellent use of the former Ashfield site.
54. The discussions with officers have also confirmed their support for the application culminating in the recommendation for approval. The principle of development is acceptable in the context of policies within the NPPF and the County Durham Plan, which seek to make effective use of a derelict sites, offer support for development that enhances and complements existing visitor attractions and not to prejudice the development of the Stockton and Darlington Railway as a visitor attraction or education resource.
55. The environmental impacts of the scheme have been considered within a suite of technical reports submitted with the application to cover the items of flood risk and drainage, ecology, trees, ground conditions, heritage, noise and transport and were found to be acceptable.

56. In relation to transport specifically, an additional 50,000 annual visitors are expected at the museum once the new building opens. However, as museum opening hours (10.00 – 16.00) generally fall outside of the normal rush hour, these additional trips are not considered to have a significant impact on the capacity of local roads or important junctions. Outside of major events, the existing car park has sufficient capacity to accommodate the small increase in daily visitors but future upgrades are proposed. On occasions where significant 'big train' events do take place, Locomotion operates a Traffic Management (TM) plan which is prepared and agreed with Durham Safety Advisory Group and the Museum will continue to adopt this protocol.
57. The new collection building is the centrepiece of a programme of improvements taking place at Locomotion, which will include repairs to the site's historic buildings, the display of the original Locomotion No.1 and the relocation of the historically-significant Gaunless Bridge as part of the National Railway Museum's planned celebrations. It is the most significant development to take place at the museum since it first opened in 2004 and will bolster the appeal of this national tourist attraction.

PLANNING CONSIDERATIONS AND ASSESSMENT

58. 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 relate to the principle of development, scale/design, impact on neighbouring uses, landscape/arb impact, highways, ecology, land stability, flooding/drainage, sustainability and other matters.

The Principle of the Development

59. The application is to be determined in accordance with relevant policies set out within the County Durham Plan (CDP) and the NPPF. Paragraph 11C of the NPPF requires applications for development proposals that accord with an up to date development plan to be approved without delay.
60. Proposals seek to develop land adjacent to the existing NRM at Shildon to construct a new railway exhibition and storage facility. The statutory development plan for the area comprises solely of the CDP as there is no neighbourhood planning activity in this area.
61. Policy 6 (Development on Unallocated Sites) of the CDP allows for the development of this site which is within the built up area provided that the development meets certain conditions outlined within the policy. Of particular relevance would be:
 - a. Development is compatible with, and is not prejudicial to, any existing, allocated or permitted use of adjacent land;
 - c. does not result in the loss of open land that has recreational, ecological or heritage value, or contributes to the character of the locality which cannot be adequately mitigated or compensated for;
 - d. is appropriate in terms of scale, design, layout, and location to the character, function, form and setting of the settlement;
 - e. will not be prejudicial to highway safety or have a severe residual cumulative impact on network capacity;

- f. has good access by sustainable modes of transport to relevant services and facilities and reflects the size of the settlement and the level of service provision within that settlement;
 - g. does not result in the loss of a settlement's or neighbourhood's valued facilities or services unless it has been demonstrated that they are no longer viable;
 - h. minimises vulnerability and provides resilience to impacts arising from climate change, including but not limited to, flooding;
 - i. where relevant, makes as much use as possible of previously developed (brownfield) land; and
 - j. where appropriate, it reflects priorities for urban regeneration.
62. The proposed development would occupy a previously developed site in a sustainable and accessible location within the main settlement and directly adjacent to the main NRM site. Presently the site stands vacant comprising an expanse of broken hardstand and scrubland, and its re-use for tourism related activity in association with the adjacent site use would be welcomed.
63. The existing Locomotion site at Shildon already attracts significant visitor numbers and contributes to the tourism offer in the County. CDP Policy 7 (Visitor Attractions) recognises the value of visitor attractions to the economy and the expansion of existing attractions is permissible under the Policy provided that they are located in sustainable and accessible locations. Development should also be appropriate to the site's location in terms of scale, design, layout and materials. In this instance the development would help support the viability of an existing visitor attraction, and the development of a year-round visitor economy and/or extends visitor stays. The proposal is considered to be in accordance with this policy and compliant with NPPF Part 6 which seeks to build a strong and competitive economy, with increased visitor spend and job creation likely to result. The proposals would invest in an existing tourist facility and is considered to be acceptable in principle, subject to the following material planning considerations.

Scale/Design

64. Part 12 of the NPPF and CDP policy 29 seek to ensure good design in new developments. New development should be appropriate in terms of scale, design, layout, and location to the character, function, form and setting of the settlement. It should contribute positively to an area's character, identity, heritage significance, townscape and landscape features, helping to create and reinforce locally distinctive and sustainable communities; and also create buildings and spaces that are adaptable to changing social, technological, economic and environmental conditions and include appropriate and proportionate measures to reduce vulnerability, increase resilience and ensure public safety and security.
65. Whilst the site contains no known heritage assets (being located away from the Stockton and Darlington Railway – CDP Policy 46), it lies to the south east of the Shildon Conservation Area and the high status listed assets contained within it. CDP Policy 44 (Historic Environment) as well as section 16 of the NPPF (Conserving and enhancing the historic environment) are therefore relevant in assessing this application. New development should sustain the significance of designated and non-designated heritage assets, including any contribution made by their setting. The policy attaches great weight to the conservation of all designated assets and their

settings. Such assets should be conserved in a manner appropriate to their significance. In this case the significance, character, appearance and setting of the conservation area needs to inform the proposal, to achieve a form of development which is respectful of historic interest, local distinctiveness and the conservation or enhancement of the asset (Conservation Area).

66. The application has come about following extensive pre application discussion with the Councils design and conservation team. The design approach to the proposals is set out within the supporting Design and Access Statement where it is explained how the location of the building, its orientation, scale and massing and internal environment is driven by the unique role of the facility to enable the storage and movement of large locomotives, and to create the appropriate internal environment to preserve and present the display. The 6no. internal railway tracks holding the carriages/engines would measure approximately 66m in length, which dictate the horizontal emphasis of the building, with maximum dimensions of 75m length x 28m depth.
67. The proposed facility would be of single storey height with a monopitched roof sloping away from the northern elevation down to the southern façade. The monopitch roof design (max 7.9m reducing to 5.83m) would ensure the overall scale and proportions are typical of a historic engine shed.
68. The new collection building would be located towards the northern edge of the application site closest to the adjacent museum site, and set on a north-west to south-east axis, tapering away from the northern boundary of the existing hardstanding, whilst following the alignment of the railway lines to the north.
69. In terms of materials, it is proposed to use an insulated metal cladding (predominantly silver) along the façade, which continues around the side and rear elevations. The use of high performing materials to achieve a stable environment for the collection is an important consideration, reducing the need for heating and cooling by promoting natural means, including fresh air circulation, control of 'solar gain' and providing an airtight environment.
70. The form is dictated by the function of the building which would complement rather than repeat collection building 1. The associated landscape proposals are strong and will add a differing dimension not only to the setting of the new building but to the wider site.
71. The site was previously developed for industrial purposes, with all buildings cleared sometime between 2009 and 2018. The principal building was located along the northern boundary of the site and was of significant scale, occupying a considerable footprint, with smaller ancillary buildings towards the eastern end of the site. Taking into consideration the previous development on this site, the proposed building would assimilate far better into its surrounds, reflecting the adjacent NRM site, whilst utilising a change in ground levels and monopitch roof design to minimise its impact and massing. An extensive landscape setting would also soften the impact of the development on its immediate surrounds.
72. In terms of heritage impact, the application is accompanied by a detailed and comprehensive heritage statement which concludes the impact of the development will be neutral. Design officers agree with this conclusion and on the whole, the resulting improvement to its immediate setting, increased access to heritage and the improvements to the overall visitor offer would constitute a positive enhancement.

73. In overall terms therefore this design is welcomed and the design team strongly support approval. The proposals are considered to be of a scale and design which would sit comfortably within the site and its surroundings without any resultant harm to the character or amenity of the area or listed assets. Proposals are considered to be acceptable in design terms, satisfying the provisions of CDP Policies 29 and 44 and Parts 12 and 16 of the NPPF.

Impact on neighbouring uses

74. CDP Policy 31 seeks to support proposals only where it can be demonstrated that there will be no unacceptable impact, either individually or cumulatively, on health, living or working conditions or the natural environment. The proposal will need to demonstrate that future occupiers of the proposed development will have acceptable working conditions. Proposals which will have an unacceptable impact such as through overlooking, visual intrusion, visual dominance or loss of light, noise or privacy will not be permitted unless satisfactory mitigation measures can be demonstrated whilst ensuring that any existing business and/or community facilities do not have any unreasonable restrictions placed upon them as a result.
75. The proposed development would occupy a large parcel of previously developed industrial land located adjacent to the main Museum and operate as an extension of the existing facility comprising a covered hall storing historic collection equipment. The site is located in residential surrounds, with the nearest properties some 40m to the south west on Dale Grove and 50m to the west on Dale Road. It is accepted that outline consent has been approved in principle, on land to the south of Dale Road, albeit no reserved matters are submitted for this scheme at this time. As such no certainty of the positioning of dwellings on this adjacent site is known at this time, although it is expected that dwellings would likely front the intervening road approximately 50m away from the proposed development area.
76. EHO's have undertaken a technical review of information submitted in relation to the likely impact upon amenity in accordance with the relevant TANs (Technical Advice Notes). Given the nature of the proposals, previous site use and the location, the information submitted demonstrates that the application complies with the thresholds stated within the TANS, and that the proposed development would not lead to an adverse impact.
77. The granting of planning permission may potentially lead to adverse impacts in terms of noise and dust generated during the construction phase of the development. The submitted Noise Impact Assessment (Max Fordham LLP, 10 December 2021) demonstrates that with mitigation, noise from the operation of fixed plant involved with the operational phase of the development will not give rise to negative impact by way of noise on nearby sensitive receptors. In the event of approval, the developers should ensure adherence to all sound attenuation measures set out within this document at all times. Such adverse impacts may be carefully controlled through condition in terms of sensitive construction measures and submission of a construction management plan. Subject to the above, no objections are raised, with no neighbouring representations made from adjacent properties. Subject to the above, proposals would satisfy the provisions of CDP Policy 31.

Landscape/Arboricultural impact

78. Part 15 of the NPPF requires the Planning System to contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes. CDP Policy 39 requires new development to be permitted where it would not cause

unacceptable harm to the character, quality or distinctiveness of the landscape, or to important features or views. Proposals will be expected to incorporate appropriate measures to mitigate adverse landscape and visual effects. Development proposals should have regard to the County Durham Landscape Character Assessment and County Durham Landscape Strategy and contribute, where possible, to the conservation or enhancement of the local landscape.

79. CDP Policy 40 concerns trees and hedgerows. Proposals for new development will not be permitted that would result in the loss of, or damage to, trees of high landscape, amenity or biodiversity value unless the benefits of the proposal clearly outweigh the harm. Where development would involve the loss of ancient or veteran trees it will be refused unless there are wholly exceptional reasons and a suitable compensation strategy exists.
80. The application is submitted alongside detailed planting proposals and arboricultural reports. The landscape proposals are well considered and appropriate to the site, with the submitted scheme having been developed in conjunction with the Council following the pre-application enquiry route. Although some hard landscape details (e.g. lighting columns) remain outstanding, these can be controlled by condition.
81. The success of the approach to planting will be dependent on maintenance during the establishment phase and longer-term management. To this end a soft landscape management plan has been provided which details long term design objectives, management responsibilities and maintenance schedules for all landscape areas/retained vegetation. No objections are raised in this regard. Furthermore, no arboricultural objections are raised, with submitted arboricultural information considered acceptable. Subject to the above, the proposals would satisfy the provisions of Part 15 of the NPPF and CDP Policies 39 and 40.

Highways

82. NPPF Part 9 seeks to ensure that development is only prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. CDP Policy 21 seeks to ensure that any vehicular traffic generated by new development, following the implementation of sustainable transport measures, can be safely accommodated on the local and strategic highway network and does not cause an unacceptable increase in congestion or air pollution and that severe congestion can be overcome by appropriate transport improvements.
83. Proposals concern the extension of an existing museum facility which already benefits from a large visitor car park to the immediate south of the main collections building that is expected to accommodate any increase in visitor numbers. An existing service access to the proposed building would be taken from Dale Road to the south. This would not be used by day-to-day visitors but rather facilitate the movement of collection vehicles into the building on low-loader vehicles.
84. The application is supported by a Transport Statement and Travel Plan. The site currently has car parking for approximately 400 vehicles, and overflow car parking for around 150 other vehicles bringing the total to approximately 550 spaces. Blue Badge holders have priority spaces located closest to the site. It is noted that the applicant is seeking 'Levelling Up' funding to improve the existing car park with lines and signs, and to provide additional overspill car parking, although that does not form part of this application and so is not a material consideration.

85. Daily visitor numbers vary considerably, with peaks shown to be 1000 visitors a day in the summer and autumn school holidays. Days outside of these periods see between 300 and 450 visitors per day. The proposed development seeks to increase annual visitor numbers from 175,000 to 250,000. This would see the peak periods rise from 1000 per day to 1050 per day. Given that there are approximately 550 car parking spaces, and that many attendees are groups arriving by coach, or families arriving by single car, these 550 spaces would be considered enough to meet the proposed future parking demand.
86. The proposed exhibit building would operate under the same hours as the main museum (Wednesday–Sunday, 10.00 thru 16.00 in winter, and 10.00 thru 17.00 (summer), with extended opening during school holidays. At peak visitor times the proposals would be expected to generate an additional 40 vehicular trips on the highway network in the AM period and 51 thereafter PM. However, visitor times would be outside the traditional AM and PM peak traffic periods, and so it is not considered that the development would have an unacceptable impact on road safety, or a severe impact on the local highway network. On the basis of the above, no highways objections are raised, with proposals to satisfy the provisions of Part 9 of the NPPF and CDP Policy 21.

Ecology

87. Part 15 of the NPPF ensures that when determining planning applications, Local Planning Authorities seek to conserve and enhance biodiversity. CDP Policy 41 seeks to ensure new development minimizes impacts on biodiversity by retaining and enhancing existing diversity assets and features. Proposals for new development should not be supported where it would result in significant harm to biodiversity or geodiversity.
88. The application is submitted alongside relevant ecological and arboricultural reports which confirm no harm to bats and adequate net gains in biodiversity to be achieved across the site. There is also no perceived harm to Dingy Skipper after a site survey was recently undertaken. There is no need to apply the derogation tests in this instance, with no objections raised subject to conditions ensuring adherence to the relevant Ecological Impact Assessment report (E3 Ecology, August 2021), Landscape and Ecological Management Plan (E3 Ecology) and Biodiversity Net Gain Assessment and associated metric. Subject to the above, proposals would satisfy the provisions of Part 15 of the NPPF and CDP Policy 41.

Land stability

89. Part 15 of the NPPF seeks to prevent unacceptable risks from pollution and land stability. Where a site is affected by contamination or where land stability issues arise, responsibility for securing a safe development rests with the developer and/or landowner. Policy 32 of the CDP seeks to resist development where the developer is unable to demonstrate that:
 - a. any existing despoiled, degraded, derelict, contaminated or unstable land issues can be satisfactorily addressed by appropriate mitigation measures prior to the construction or occupation of the proposed development;
 - b. the site is suitable for the proposed use, and does not result in unacceptable risks which would adversely impact on the environment, human health and the amenity of local communities; and

c. all investigations and risk assessments have been undertaken by an appropriately qualified person.

90. EHO's have assessed the available information and historical maps with respect to land contamination including the following report:
 - Buro Happold (16 July 2021) Railway Museum Vision 2025, Geoenvironmental and Geotechnical Desk Study Report
91. The site is identified as potentially contaminated. The submitted Phase 1 report has reviewed a number of previous reports, with approval recommended subject to a contaminated land condition.
92. With regards coal mining legacy, the application site falls within the defined Development High Risk Area; therefore within the application site and surrounding area there are coal mining features and hazards which need to be considered in relation to the determination of this planning application. Coal Authority records indicate that the site is in an area of recorded coal mine workings and coal outcrops which may have been subject to historic unrecorded workings at shallow depth. These features pose a potential risk to surface stability and public safety.
93. The planning application is supported by a Coal Mining Risk Assessment (Revision P01), dated 29 June 2021. This report has been informed by an appropriate range of information sources, including relevant borehole data. The report authors conclude that the site is at potential risk from former coal mining activities and that drilling and grouting works are necessary in those parts of the site identified as at risk of surface instability. The Planning team at the Coal Authority would therefore expect remedial works to be implemented on site as necessary to ensure the safety and stability of the development as a whole. Subject to the above, the Coal Authority raise no objections to the proposals, with such measures to be controlled by condition. Proposals would satisfy the provisions of Part 15 of the NPPF and CDP Policy 32.

Flooding and Drainage

94. Part 14 of the NPPF seeks to resist inappropriate development in areas at risk of flooding, directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.
95. Policy 35 of the CDP requires development proposals to consider the effect of the proposed development on flood risk, both on-site and off-site, commensurate with the scale and impact of the development and taking into account the predicted impacts of climate change for the lifetime of the proposal. Development in flood zones should not be permitted unless in exceptional circumstances. Regarding surface water flood risk, the management of water must be considered intrinsic to the overall development, with runoff rates carefully controlled. Policy 36 of the CDP requires proposals to the disposal of foul water, utilising the hierarchy of foul water.
96. Given the proposed access will only be used for occasional exhibit deliveries and not for general access by the public, staff, or daily commercial use, no drainage objections are raised with respect the current proposals which would satisfy Part 14 of the NPPF and CDP Policy 35.

Sustainability

97. CDP Policy 29 seeks to ensure all development proposals achieve well designed buildings and places. Development should minimise greenhouse gas emissions by seeking to achieve zero carbon buildings and providing renewable and low carbon energy generation. Where connection to the gas network is not viable, development should utilise renewable and low carbon technologies as the main heating source. Furthermore, new development should minimise the use of non-renewable and unsustainable resources, including energy, water and materials, during both construction and use by encouraging waste reduction and appropriate reuse and recycling of materials, including appropriate storage space and segregation facilities for recyclable and non-recyclable waste and prioritising the use of local materials;
98. The application is submitted alongside a sustainability and energy statement and separate travel plan. The site is located within a sustainable location within built up surrounds and adjacent to the main museum site, where there is good access by various travel modes other than private car use.
99. Within the sustainability statement it is explained how SMG are committed to achieving net zero carbon across their sites by 2033. The new collection building draws on passive environmental design principles that are light touch with minimal environmental impact to achieve BREEAM 'Very Good' accreditation.
100. The building has been designed with a fabric first approach to minimising the operational energy consumption, reducing carbon emissions and maintaining the stable conditions desired for collection care. High levels of insulation combined with a well-sealed thermal envelope throughout ensure air tightness and delivers an adequately stable internal environment suitable for 'robust' collection items.
101. Consideration is also given to sustainable and low energy design features which are incorporated in the final design including low energy light fittings installed throughout , lighting control systems, Water Efficient Fixtures & Fittings, High insulation levels on all new heating and hot water pipework and components , reduced winter heating energy demand and heat recover mechanisms. Also CO₂ monitoring and cooling mechanisms when outdoor conditions are favourable.
102. A high performing composite cladding system provides high levels of insulation and airtightness with extremely efficient use of materials and a concrete slab, floor finish and ballast provide thermal mass passively contributing towards a stable internal environment.
103. A site wide rainwater management strategy would also utilise open soils and planting to slow the flow and attenuate rainfall on site.
104. The application is considered to satisfy the provision of CDP Policy 29 in this regard.

Other matters

Safeguarding mineral resources

105. CDP Policy 56 seeks to safeguard mineral resources. Significant areas of the county fall into such mineral safeguarding areas, including the application site and wider area. Although a non-mineral development is proposed, it is not considered that the current proposals would sterilise this mineral resource taking into consideration the scale of

the site, previous land use and wider site history, and the residential setting. No objections are raised in this regard.

Public Sector Equality Duty

106. Section 149 of the Equality Act 2010 requires public authorities when exercising their functions to have due regard to the need to i) the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct, ii) advance equality of opportunity between persons who share a relevant protected characteristic and persons Page 104 who do not share it and iii) foster good relations between persons who share a relevant protected characteristic and persons who do not share that characteristic. In this instance, officers have assessed all relevant factors and do not consider that there are any equality impacts identified.

Nutrient Neutrality

107. Under the Habitat Regulations, the Local Planning Authority must consider the nutrient impacts of any new plans and projects (including new development proposals) on habitat sites and whether those impacts may have an adverse effect on the integrity of a habitats site that requires mitigation, including through nutrient neutrality. Only certain development types are impacted, but as the application site falls within the Tees catchment area, there may be a requirement for the potential impacts of this development to be considered in terms of nutrient neutrality.
108. Nutrient Neutrality advice is provided by Natural England. The Nutrient Neutrality Methodology enables a nutrient budget to be calculated for all types of development that would result in a net increase in population served by a wastewater system. It includes tourism attractions and tourist accommodation which would give rise to new overnight accommodation such as hotels and self-catering holiday facilities. Other types of proposals should be considered on their individual merits such as conference facilities that generate overnight stays although other types of business or commercial development not involving overnight accommodation will not generally need to be included. For the purposes of the Methodology, it is assumed that anyone living in the catchment also works and uses facilities in the catchment, and therefore wastewater generated can be calculated using the population increase from new homes and other accommodation which removes the potential for double counting of human waste water arising from different planning uses.
109. In this instance, proposals concern the extension to a long established day-time tourist facility which already provides all public amenities. The site previously contained a large industrial use and since 2008 has had outline planning permission for residential development for a significant number of residential properties. This was negotiated away as part of a further residential development proposal to facilitate the proposed development by the museum. The current application would therefore see a potentially less harmful end use in terms of nutrient neutrality impacts than previously occurred or was envisaged on this site.
110. Although an increase in visitor numbers would be expected to result from these proposals there is no overnight accommodation associated with this exhibit and storage building and non is provided at the Museum which is a day time facility. Furthermore it is not considered that an increase in overnight stays would occur directly as a result of this attraction alone, but rather from those who are already staying in the wider Durham area that are visiting the range of attractions which the county and surrounding areas have to offer. It is noted that Shildon is located right on the edge of the Tees catchment and it would be unreasonable to assume that all those visiting the site and staying overnight would do from within this catchment. In its

own right therefore, any likely increase in tourism and overnight stays that would result from this new exhibit alone is considered to be minimal. This does not include all visitors who may only visit for the day, i.e. local people, tourists and school parties, that will return home at the end of the day.

111. An increase in staff numbers may also result from the proposals, albeit staff are likely to be sourced from the local area and should not be double counted in terms of nutrient neutrality impacts.
112. Having regard to the particular nature of the proposal and the visitor offer at the locomotion site, it is not considered that there would be an increase in overnight tourism accommodation from those visiting the site as a result of this new facility alone and staying overnight in the county that would significantly and adversely impact on nutrient neutrality. As such there would be no requirement to address the Nutrient Neutrality impacts of the development any further.

CONCLUSIONS

113. Planning permission is sought for the provision of a new collection exhibition and storage facility which will house railway vehicles for the National Railway Museum at Shildon. The application site is located adjacent to the existing Locomotion One facility on brownfield land within the Shildon settlement and would see the transformation of a redundant industrial site, integrating it into the adjacent Museum, and resulting in notable economic and community benefits from the enhanced facilities including increased tourism and visitor spending in the area.
114. The proposals have been developed sensitively taking into consideration their immediate setting, surrounding uses, local topography, land scape/vegetation and the surrounding highways network. The proposed building has also been designed with a fabric first approach to minimising energy consumption, reducing carbon maintaining the stable conditions desired for collection care.
115. Consideration is given to the principle, of the works proposed, scale/design, impact on neighbouring uses, landscape/arboricultural impact, highways, ecology, land stability, flooding/drainage, sustainability and other matters. No overriding concerns have been identified in this respect and the proposals are considered to satisfy the provisions of Parts 2, 4, 6, 8, 9, 11, 12, 14, 15 and 16 of the NPPF and policies 6, 7, 21, 25, 29, 31, 32, 35, 36, 39, 40, 41, 43, 44 and 56 of the CDP. Subject to the following conditions, the application is recommended for approval.

RECOMMENDATION

Recommendation that the application be **APPROVED** subject to the following conditions.

1. Time limit

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. Approved plans

The development hereby approved shall be carried out in strict accordance with the following approved plans:

261_GA_001 revP2 (Existing location plan), received 09 March 2022

261_GA_101 revP2 (Proposed location plan), received 09 March 2022

261_AD_500 revP2 (Canopy sections), received 09 March 2022
261_AD_502 revP2 (Parapet sections), received 09 March 2022
261_AD_504 revP2 (Canopy plan and RCP), received 09 March 2022
261_DD_500 revP2 (Canopy detail 01), received 09 March 2022
261_DD_501 revP2 (Canopy detail 02), received 09 March 2022
261_DD_502 revP2 (Parapet details 01), received 09 March 2022
261_DD_503 revP2 (Parapet details 02), received 09 March 2022
261_DD_505 revP2 (Lobby details), received 09 March 2022
261_GA_105 revP2 (Proposed site plan), received 09 March 2022
261_GA_120 revP2 (Proposed ground floor plan), received 09 March 2022
261_GA_125 revP2 (Proposed roof plan), received 09 March 2022
261_GA_130 revP2 (Proposed reflected ceiling plan), received 09 March 2022
261_GA_135 revP2 (Proposed site elevations), received 09 March 2022
261_GA_140 revP2 (Proposed north and south elevation), received 09 March 2022
261_GA_141 revP2 (Proposed east and west elevation), received 09 March 2022
261_GA_166 revP2 (Proposed section AA), received 09 March 2022
261_GA_167 revP2 (Proposed section BB), received 09 March 2022
LOC-JLG-XX-XX-DR-AL-00200 revP1 (Illustrative landscape proposal plan), received 09 March 2022
LOC-JLG-XX-XX-DR-AL-01000 revP1 (General arrangement plan), received 09 March 2022
LOC-JLG-XX-XX-DR-AL-01400 revP1 (Levels plan 1of2), received 09 March 2022
LOC-JLG-XX-XX-DR-AL-01401 revP1 (Levels plan 2of2), received 09 March 2022
LOC-JLG-XX-XX-DR-AL-02100 revP1 (Section A-A Brownfield Gardens), received 09 March 2022
LOC-JLG-XX-XX-DR-AL-02101 revP1 (Section B-B Brownfield Gardens), received 09 March 2022
LOC-JLG-XX-XX-DR-AL-02102 revP1 (Section C-C Locomotion Square), received 09 March 2022
LOC-JLG-XX-XX-DR-AL-02103 revP1 (Section D-D Main entrance seating area 1), received 09 March 2022
LOC-JLG-XX-XX-DR-AL-02104 revP1 (Section E-E Main entrance seating area 2), received 09 March 2022
LOC-JLG-XX-XX-DR-AL-02105 revP1 (Section F-F Access Road), received 09 March 2022
NRM-MXF-LC-00-DR-E-31000 revP03 (External lighting layout), received 09 March 2022
RWM-BHE-XX-XX-RP-CG-0002 revP01 (Coal mining risk assessment), received 09 March 2022

Reason: To define the consent and ensure that a satisfactory form of development is obtained in accordance with Parts 2, 4, 6, 8, 9, 11, 12, 14, 15 and 16 of the NPPF and policies 6, 7, 21, 29, 31, 32, 35, 36, 39, 40, 41, 43, 44 and 56 of the County Durham Plan.

3. Noise Impact Assessment

No development shall take place unless in strict accordance with the Noise impact assessment, dated 10 December 2021

Reason: In the interests of the amenity of nearby sensitive uses and the appearance of the area in accordance with Part 12 and 15 of the NPPF and policy 31 of the County Durham Plan.

4. Drainage strategy report

No development shall take place unless in strict accordance with the Drainage Strategy Report (NRM-BHE-LC-XX-RP-C-0001 revP01, dated 02 February 2022).

Reason: To prevent the increased risk of flooding from any sources in accordance with the NPPF.

5. Landscape implementation

All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first available planting season following the practical completion of the development (or occupation of buildings or commencement of use) and any trees or plants which within a period of 5 years from the substantial completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species

Reason: In the interests of the visual amenity of the area and to comply with policy 29 of the County Durham Plan.

6. Mitigation

No development shall take place unless in accordance with the recommendations detailed in Section E of the Ecological Impact Assessment report (E3 Ecology, August 2021).

Reason: To conserve protected species and their habitat in accordance with Part 15 of the NPPF and Policy 41 of the County Durham Plan.

7. Habitat types

No development shall take place unless in accordance with the habitat types and quantities detailed within the Biodiversity net gains assessment (E3 Ecology) and associated metric.

Reason: To conserve protected species and their habitat in accordance with Part 15 of the NPPF and Policy 41 of the County Durham Plan.

8. Landscape and ecological management plan

No development shall take place unless in accordance with the Landscape and Ecological Management Plan (E3 Ecology).

Reason: To conserve protected species and their habitat in accordance with Part 15 of the NPPF and Policy 41 of the County Durham Plan.

9. External lighting

Prior to first use of the collection building hereby approved, details of all external lighting shall be submitted to and approved in writing by the Local Planning Authority. The detail provided must be sufficient to demonstrate adherence to the ILP guidance notes for the reduction of intrusive light. The external lighting shall be erected and maintained in accordance with the approved details to minimise light spillage and glare outside the designated area and maintained thereafter.

Reason: In the interests of the amenity of nearby sensitive uses and the appearance of the area in accordance with Part 12 and 15 of the NPPF and policy 31 of the County Durham Plan.

10. Contaminated Land (Phase 2-3)

No development shall commence until a land contamination scheme has been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall be compliant with the YALPAG guidance and include a Phase 2 site investigation, which where necessary shall include a sampling and analysis plan for further works. If the Phase 2 identifies any unacceptable risks, a Phase 3 remediation strategy shall be produced and where necessary include gas protection measures and method of verification.

Reason: To ensure that the presence of contamination is identified, risk assessed and proposed remediation works are agreed in order to ensure the site is suitable for use, in accordance with Part 15 of the National Planning Policy Framework. Required to be pre-commencement to ensure that the development can be carried out safely.

11. Contaminated Land (Phase 4)

Remediation works shall be carried out in accordance with the approved remediation strategy. The development shall not be brought into use until such time a Phase 4 verification report related to that part of the development has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the remediation works are fully implemented as agreed and the site is suitable for use, in accordance with Part 15 of the National Planning Policy Framework.

12. Coal mining

Prior to the occupation of the development, or it being taken into beneficial use, a signed statement or declaration prepared by a suitably competent person confirming that the site is, or has been made, safe and stable for the approved development shall be submitted to the Local Planning Authority for approval in writing. This document shall confirm the methods and the completion of the remedial works and/or mitigation necessary to address the risks posed by past coal mining activity. The remedial works shall be carried out in accordance with authoritative UK guidance.

Reason: In order to ensure the safety and stability of the development, in accordance with paragraphs 178 and 179 of the NPPF.

13. Sound attenuation

Development shall take place in full accordance with the sound attenuation measures detailed in the noise assessment (Noise impact Assessment, Max Fordham LLP, dated 10 December 2021). These measures shall be fully installed and completed prior to the beneficial occupation of the development and permanently retained thereafter.

Reason: In the interests of the privacy/amenities of future residents in accordance with policy 31 of the County Durham Plan.

14. Construction management plan

Prior to the commencement of any part of the development or any works of demolition, a Construction Management Plan shall be submitted to and approved in writing by the local planning authority. The Construction Management Plan shall be prepared by a competent person and shall consider the potential environmental impacts (noise, vibration, dust, & light) that the development may have upon any nearby sensitive receptors and shall detail mitigation proposed, as a minimum this should include, but not necessarily be restricted to, the following:

A Dust Action Plan including measures to control the emission of dust and dirt during construction taking into account relevant guidance such as the Institute of Air Quality Management "Guidance on the assessment of dust from demolition and construction" February 2014.

Details of methods and means of noise reduction

Where construction involves penetrative piling, details of methods for piling of foundations including measures to suppress any associated noise and vibration.

Details of measures to prevent mud and other such material migrating onto the highway from construction vehicles;

Designation, layout and design of construction access and egress points;

Details for the provision of directional signage (on and off site);

Details of contractors' compounds, materials storage and other storage arrangements, including cranes and plant, equipment and related temporary infrastructure;

Details of provision for all site operatives for the loading and unloading of plant, machinery and materials

Details of provision for all site operatives, including visitors and construction vehicles for parking and turning within the site during the construction period;

Routing agreements for construction traffic.

Details of the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;

Waste audit and scheme for waste minimisation and recycling/disposing of waste resulting from demolition and construction works.

Detail of measures for liaison with the local community and procedures to deal with any complaints received.

The management strategy shall have regard to BS 5228 "Noise and Vibration Control on Construction and Open Sites" during the planning and implementation of site activities and operations.

The approved Construction Management Plan shall also be adhered to throughout the construction period and the approved measures shall be retained for the duration of the construction works.

Reason: In the interests of the privacy/amenities of neighbouring occupiers in accordance with policy 31 of the County Durham Plan.

15. Construction

No external construction works, works of demolition, deliveries, external running of plant and equipment shall take place other than between the hours of 0730 to 1800 on Monday to Friday and 0800 to 1400 on Saturday. No internal works audible outside the site boundary shall take place on the site other than between the hours of 0730 to 1800 on Monday to Friday and 0800 to 1700 on Saturday. No construction works or works of demolition whatsoever, including deliveries, external running of plant and equipment, internal works whether audible or not outside the site boundary, shall take place on Sundays, Public or Bank Holidays. For the purposes of this condition, construction works are defined as: The carrying out of any building, civil engineering or engineering construction work involving the use of plant and machinery including hand tools.

Reason: In the interests of the privacy/amenities of neighbouring occupiers in accordance with policy 31 of the County Durham Plan.

STATEMENT OF PROACTIVE ENGAGEMENT

The Local Planning Authority in arriving at its decision have, without prejudice to a fair and objective assessment of the proposals, issues raised, and representation received, sought to work with the applicant in a positive and proactive manner. The Local Planning Authority have sought to ensure that this application has been determined within a mutually agreed extended determination period. All pre-commencement conditions have been agreed in writing with the applicant.

BACKGROUND PAPERS

Submitted Application Forms, Plans and supporting documents
 National Planning Policy Framework
 The County Durham Plan (CDP)
 Statutory consultation responses
 Internal consultation responses
 External consultation responses



 <p>Planning Services</p>	<p>Construction of new collection building for Locomotion with associated access and landscaping</p>	
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	<p>Date 23 June 2022</p>	