

# Design, Access and Heritage

Timothy Hackworth, 107 Main Street, Shildon



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# 1 INTRODUCTION

- 1.1.1 This statement has been prepared by Rocket Architectural Design on behalf of Mr Stanley O'Reilly of Third Place Core Investments Ltd.
- 1.1.2 It accompanies a full planning application for the extensions and alterations at the Timothy Hackworth Public House at 107 Main Street, Shildon, DL4 1AW. The proposed changes are to provide owner accommodation.
- 1.1.3 The statement aims to address the key planning issues associated with these proposals and to demonstrate the acceptability of said proposals for planning approval. The statement will provide:
- a description of the site and its surroundings;
  - a summary of the proposed development;
  - relevant planning histories of both the site and surrounding area;
  - a discussion of the main planning considerations, including a brief heritage statement; and
  - an identification of the proposal's design and access considerations.

## 2 SITE CONTEXT

- 2.1.1 The application site relates to the Timothy Hackworth, a mid-terrace two-storey public house at 107 Main Street, Shildon. The building is likely to be of the later Victorian period, appearing on the 1896 OS Map but not the previous 1859 edition.
- 2.1.2 The application property is adjoined by No. 103 to the east and No. 109 to the west. The latter is attached to the application property towards the rear, meaning around half of the west side elevation is visible from the street.
- 2.1.3 The immediate surrounding area is a mix of commercial and residential properties. Main Street and the adjoining Church Street are largely considered to make up Shildon's town centre, with a number of commercial properties found to the east of the application site, such as Main Street News (No. 99 Main Street) and Hackett & Baines Ltd. (No. 47-49 Main Street). Additionally, there are other public houses, including The Royal George Tavern (11-13 Main Street), and several hot food takeaways in the area.
- 2.1.4 The site is not within a conservation area – sitting approximately 1km from the nearest boundary of the Shildon Conservation Area – though it does sit within the immediate vicinity of three listed buildings: Daniel Adamson's Coach House; the Coach House Centre; and The Grey Horse Public House. The latter received planning permission to be converted into flats in 2018.
- 2.1.5 The site occupies a highly convenient position with regards to public transport and road access. It is a less than one mile walk to Shildon Station, and within minutes' walk of two bus stops providing links to Darlington, Bishop Auckland, Tow Law, and Crook. The historic station provides a connection to Darlington train station, which in turn offers a link to the East Coast Main Line. Main Street is also easily accessible via road, with connections to/from the A6072, A688, and A689. The A1(M) is accessible within minutes at junctions 58, 59, and 60.



Figure 1: Site Location Plan

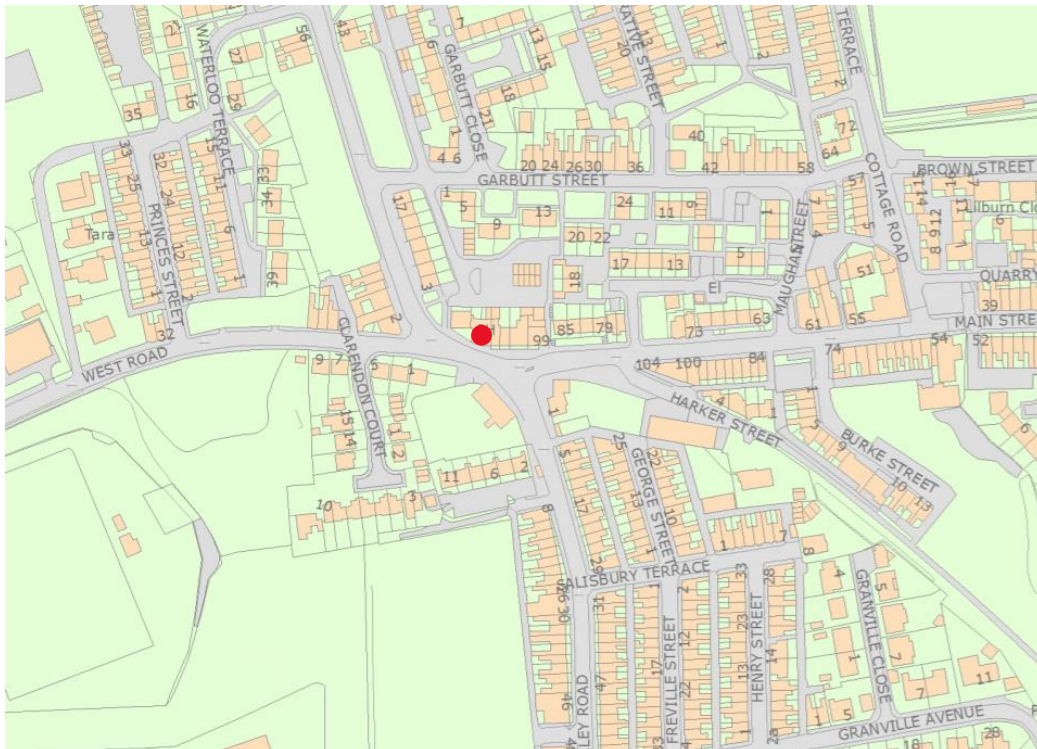


Figure 2: OS Map showing site location (red dot)

### 3 PROPOSED DEVELOPMENT

- 3.1.1 Planning approval is sought for the addition of a new extension to the rear of the application property (replacing the existing flat roof extension structures); First floor additions to provide owners accommodation; and the conversion of the loft space to provide a further bedroom.
- 3.1.2 The scheme would maintain the public house's main bar and dining area to the ground floor, with the rear extension allowing for additional storage and the repositioning of the toilets; a pool room is to replace the space currently occupied by the existing toilets.
- 3.1.3 The existing staircase from the ground floor to the first floor is to be removed, replaced with a new staircase to the right of the main bar and dining area (when entering the building from the front) providing access to the first and then second floors. A new private staircase positioned within the U-shape bar will provide easier access to the cellar.
- 3.1.4 To the first floor, the scheme would provide two bedrooms within the existing footprint with a small office. Additionally, within the proposed extension there is a lounge / dining room with a separate kitchen to the rear. Access and escape to and from the first floor is to be provided via rear external steps or through the ground floor bar.
- 3.1.5 The second floor would consist of converting the attic space into a master bedroom with conservation rooflights providing natural light.



*Figure 3: Proposed Front Elevation*

## 4 PLANNING HISTORY

### 4.1 Application Site

4.1.1 The site does not have a particularly extensive planning history, though there are two relevant previous applications for extensions:

**7/1996/0480/DM** – Erection of Kitchen Extension within Existing Rear Yard Area. Approved 14 January 1997.

**7/1984/1077/DM** – Bathroom/Kitchen Extension Incorporating Entrance Lobby. Approved 8 January 1985.

### 4.2 Surrounding Area

4.2.1 Additionally, there have been a number of applications relating to properties in the surrounding area which may also be deemed relevant to the consideration of this application. These include:

**DM/18/01501/LB** – Conversion of Public House to 4 no. apartments and erection of detached block containing 4 no. 1 bedroom apartments (amended 3/9/18), The Grey Horse, 2 Byerley Road, Shildon, DL4 1JQ. Approved 11 October 2018.

**7/1996/0142/DM** – Erection of Ground Floor Extension to Public House, The Locomotive Inn, 207 Byerley Road, Shildon, DL4 1HL. Approved 11 June 1996.

**7/1988/0122.DM** – Extension to form Pool Room, The Royal George Tavern, Main Street, Shildon DL4 1 AJ. Approved 11 May 1988.



## 5 PLANNING AND POLICY CONTEXT

### 5.1 Introduction

5.1.1 This section provides an overview of relevant planning policies at both national and local level, giving a context within which the proposed development should be considered. Relevant policies and guidance have been summarised for ease of reference.

### 5.2 National Planning Policy Framework

5.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies and how these are expected to be applied. The NPPF must be taken into account in preparing the development plan and is a material consideration in planning decisions.

5.2.2 Section 2 of the NPPF discusses the need for achieving sustainable development, with the purpose of the planning system identified as contributing to the achievement of sustainable development.

5.2.3 Paragraph 8 lists the system's three overarching objectives, which are interdependent and must be pursued in mutually supportive ways:

- a. an economic objective – to help build a strong, responsive, and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation, and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b. a social objective – to support strong, vibrant, and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful, and safe spaces, with accessible services and open spaces that reflect current and future needs and support communities' health, social, and cultural well-being; and

- c. an environmental objective – to protect and enhance our natural, built, and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

5.2.4 Paragraph 11 states plans and decisions should apply a presumption in favour of sustainable development.

5.2.5 Paragraph 81 establishes the notion that planning decisions should aid in the creation of conditions in which businesses can invest, expand, and adapt. Significant weight should be given to the need to support economic growth and productivity, with both local business needs and wider opportunities for development to be considered.

5.2.6 Paragraph 86 relates specifically to the improvement and maintenance of town centres, with planning decisions needing to support the role that town centres play in the heart of communities and to take a positive approach to their growth, management, and adaption.

5.2.7 With regards to transport, Paragraph 104 declares that transport issues should be taken into account from the very beginning of development proposals. This is to ensure that opportunities to promote walking, cycling, and public transport are identified.

5.2.8 Paragraph 105 then states significant development is to be focused on locations which are or can be made sustainable through limiting the need to travel and offering a choice of transport modes, thus aiding in the reduction of congestion and emissions and improving air quality.

5.2.9 Paragraph 130 discusses the visuals of proposed developments. Among the listed conditions that planning decisions should ensure regarding the visuals of developments are:

- the ability to function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

- visual attractiveness as a result of good architecture, layout, and appropriate and effective landscaping;
- a sympathetic approach to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change;
- an optimisation of the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and to support local facilities and transport networks; and
- the creation of places that are safe, inclusive, and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

5.2.10 Section 16 relates to the conservation and enhancement of the historic environment. Within this Section, Paragraph 189 establishes heritage assets as irreplaceable resources which should be conserved in a manner appropriate to their significance, ensuring they can be enjoyed for their contribution to the quality of life of both existing and future generations.

5.2.11 Following on from this, Paragraph 190 identifies the need for plans to set out a strategy for the conservation of enhancement of the historic environment. Among factors this strategy should take into account are:

- the wider social, cultural, economic, and environmental benefits that conservation of the historic environment can bring;
- the desirability of new development to make a positive contribution to local character and distinctiveness; and
- opportunities to draw on the contribution made by the historic environment to the character of a place.

5.2.12 Paragraph 195 declares the need for local planning authorities to 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). A brief Heritage Statement will be provided later in this statement to aid the planners in this regard.

5.2.13 Paragraph 206 again relates to conservation and heritage, stating that local planning authorities should look for opportunities for new development within the setting of heritage assets to either enhance or better reveal their significance. It sets out that proposals that preserve those elements of the setting that make a positive contribution to the heritage asset (or which better reveal its significance) should be treated favourably.

### 5.3 Shildon Masterplan (2013)

5.3.1 The Shildon Masterplan (2013) provides a summary of the programme of regeneration and investment activity that is planned or taking place in Shildon and the strategic context which underlies delivery and seeks to establish key principles to co-ordinate and focus investment in the town for housing, retail, leisure, and tourism.

5.3.2 The Masterplan states the local Council will:

- encourage new business activity and allocate space for new employment opportunities;
- seek to maximise the economic benefits to the town from visitors to Locomotion; and
- enhance the quality, appearance, and function of the town centre.

5.3.3 Paragraph 6.10 notes the indirect links between the town centre and the heritage attraction at Locomotion and the resulting missed opportunities for businesses in the town centre and vice versa. It notes that in image terms, the town could capitalise more on association with the appeal of Locomotion.

5.3.4 Paragraph 10.1 identifies Locomotion and its incorporated Timothy Hackworth Museum as the main leisure attraction in the town. As of 2013 (year of publish), the site attracted over 200,000 visitors annually, and was estimated to bring £3.6m into the local economy. It also impacts on local companies, trading with about 90 local companies; 47 of these operate in south-west Durham. Paragraph 10.2 recognises that Locomotion provides significant ongoing opportunities for Shildon.

5.3.5 Paragraph 10.11 concludes that improving linkages with and economic spin-offs/benefits of Locomotion for Shildon town centre is needed to deal with the following key challenges:

- making clear what Shildon has to offer;
- difficulty of overcoming the physical separation of the Locomotion site from the town centre; and
- the fact that the majority of visitors to Locomotion are day trippers.

## 6 PLANNING CONSIDERATIONS

### 6.1 Heritage Statement

- 6.1.1 Although the application building is neither listed nor within a Conservation Area, a brief Heritage Statement will be provided due to its proximity to three Grade II Listed buildings: Daniel Adamson's Coach House; the Coach House Centre; and The Grey Horse Public House.
- 6.1.2 The town of Shildon is notably associated with the age of the steam engine, often being referred to as the 'Cradle of the Railways', and it is with this railway heritage the three listed buildings are associated.
- 6.1.3 It was in the 1820s that this association began, with Shildon being chosen by the new Stockton and Darlington Railway for its engineering headquarters. On 27 September 1825, the Shildon public house the Mason's Arms was the set off point for George Stephenson's Locomotion, hauling the first train to Stockton. Thus began Shildon's development as the world's first true railway town.
- 6.1.4 Regarding the listed buildings, Daniel Adamson's Coach House is noted as being a highly significant early railway building. Built circa 1831 by Daniel Adamson – local mine-owner, publican, and pioneer of the 1827 horse-drawn railway coach, Perseverance – the coach house was intended to act as both a station and a shed upon the opening of the Surtees Railway. Thus, the building lays claim to being 'probably' the earliest surviving railway coach house in the world.
- 6.1.5 The adjoining Coach House Centre was built almost a decade later, circa 1840. The materials used match the Coach House (hammer-dressed sandstone and a renewed Welsh slate roof), with the building originally finding residential use as a house. It is noted in its listing as having been included for group value; however, this does not mean it lacks any architectural or historical interest itself.
- 6.1.6 The Grey Horse Public House is again associated with Daniel Adamson. The two-storey building – similarly constructed in dressed sandstone

with Welsh slate roof – was built circa 1835 to act as Adamson’s home, originally known as the Surtees Arms. The building has ceased to be a public house in recent years, obtaining planning permission in 2018 to be converted into four apartments.

- 6.1.7 As the application building is known as the Timothy Hackworth public house (Previously Alma Inn), it is worth briefly noting the local significance of Hackworth due to this association with his name and the resulting opportunity of the business to further draw on this heritage.
- 6.1.8 Hackworth was the first locomotive superintendent of the Stockton and Darlington Railway. Based in Shildon, Hackworth was appointed to the position in May 1825 upon the recommendation of George Stephenson, four months before the September 1825 opening of the Railway. He is said to have been influential in the development of the first Stephenson locomotive, then known as *Active* but now Locomotion No 1. His persistence in working with steam locomotives led to his developing the first locomotive adequately adapted to the task of everyday service, the Royal George.
- 6.1.9 As previously noted, the Locomotion National Railway Museum in Shildon also incorporates a museum dedicated to Timothy Hackworth, celebrating the renowned engineer.
- 6.1.10 The heritage of Shildon and the application site’s immediate surrounding area is profoundly tied to the historic railway. The proposed development this statement relates to would have no negative impact on this heritage, nor the three listed buildings discussed. The proposed guest sleeping accommodation would rather give visitors to Shildon the opportunity to further explore the town’s heritage. The development also has the possible potential to act as a starting point for a tour of Shildon’s railway history due to its proximity to the Coach House and Grey Horse.



*Figure 3 – Image showing the view of Daniel Adamson’s Coach House (red arrow), the Coach House Centre (blue arrow), and The Grey Horse Public House (green arrow) from the application site.*

## 6.2 Supporting Information

- 6.2.1 Further to the planning policy context given earlier in this statement, this section seeks to provide additional non-policy related supporting information with regards to the proposed development.
- 6.2.2 In the last year, the current government has pledged millions to the region to build up and restore its heritage assets as part of its ‘Levelling Up Fund’. Included in this is a pledge of £20m to Locomotion, the National Railway Museum in Shildon.
- 6.2.3 As previously mentioned, Locomotion is the second most visited free attraction in County Durham (Durham Tourism Management Plan 2016-2020), and, according to the museum’s website, ‘plays a key part in the local economy and has put Shildon back on the map as a place to be visited, with its rich rail heritage assured for the future’. The financial pledge will allow for a regeneration of the museum and the addition of a second collection building, making Shildon home to the largest display of rail vehicles in the UK. The arrival of contractors and others



associated with the regeneration scheme will bring potential revenue to the town and locality.

6.2.4 Additionally, County Durham has been longlisted to be the UK's City of Culture 2025. Integral to this bid are the activities associated with the 200<sup>th</sup> anniversary of the inception of the Darlington and Stockton Railway.

6.2.5 The proposed development has the potential to positively impact the local economy in many ways. It allows tourists a unique place to stop for refreshments. many independent retailers should benefit from the planned 18km walking and cycling route alongside the historical railway.

### **6.3 Impact on Visual Appearance and Local Character**

6.3.1 The surrounding area has little cohesion or harmony with regards to appearance and character, with buildings being of varying styles and ages. It is therefore difficult to determine a defining character style.

6.3.2 The proposed alterations to the application property's elevations will have little to no negative impact on the visual appearance and any local character of the area.

6.3.3 To the front elevation, the new first floor window proposed will match the existing openings, these windows are to be replaced to due to wear and tear however they will be timber sliding sash to maintain the appearance. Changes to the rear elevation will not be visible from the street scene and will therefore be of no impact; however, it is noted the rear will be visible from the rear alley/rear entrance and therefore a traditional character has been maintained at the rear with mock sash windows in styles to match the front elevation. The conservation rooflights will be fitted between the rafters to minimise the visual impact by not protruding from the roof slope.

- 6.3.4 To the left side elevation (when viewing the property from the street), the windows proposed to be added at first floor level will be small in size and is to be obscure glazed; it will have little visual impact. But again, in styles to maintain the character.
- 6.3.5 The neighbouring right side elevation is not visible from Main Street, and while the proposals for this elevation are likely to have some impact regarding neighbouring properties, it is unlikely to impact local character. And due to the relatively modest scale also no real impact on neighbouring properties either.

## 7 DESIGN & ACCESS CONSIDERATIONS

### 7.1 Use

- 7.1.1 As noted earlier within the statement, the proposals relate to the owner accommodation at the existing public house. The public house does already provide owners accommodation but lacks kitchen facilities and space for a modern day family within the existing footprint.
- 7.1.2 The ground floor of the building will remain a public house, meaning the proposed development would cause no loss of community use.

### 7.2 Appearance and Materials

- 7.2.1 The proposals are sympathetic to both the application building and its surroundings, remaining aware of the area's history while also providing much needed space for the establishment to thrive.
- 7.2.2 The new window proposed to be placed between the existing two to the first floor front elevation will give symmetry to the building's frontage, all to match in style and materials. The three proposed dormers to the second floor front elevation will be positioned above the first floor windows; these will be traditional in style and tiled in slate to match the existing roof. Windows to the front elevation will be timber framed, while windows to the rear will be UPVC mock sash.
- 7.2.3 The existing front door and pub frontage will remain, keeping this existing character and familiar local façade and repaired where necessary.

## 7.3 Access

- 7.3.1 The application building's front entrance onto Main Street will remain in the same position and provide pedestrian access.
- 7.3.2 To the rear of the property, the back door to the ground floor will remain. Additionally, rear access to the first-floor will be created via an external staircase to the proposed extension.
- 7.3.3 Access to the application site to the rear from the back alley will remain the same.
- 7.3.4 The application site is easily accessible by road. It is in the proximity of the A1(M), A19, and A66. Main Street also has connections to/from the A6072, A688, and A689
- 7.3.5 As mentioned, the site is easily accessible via public transport. It is within one mile of Shildon station and metres of both Main Street and Shildon Hippodrome bus stops.

## 7.4 Flood Risk

- 7.4.1 The site is within Flood Zone 1 and is therefore at minimum risk from flooding.
- 7.4.2 Drainage would be dealt with via the existing drainage system on site; no changes are proposed.

## 8 SUMMARY AND CONCLUSIONS

- 8.1.1 This Planning, Design & Access Statement has considered the proposed extension and alterations at 107 Main Street (Timothy Hackworth Public House) in Shildon against established local and national policy.
- 8.1.2 The statement demonstrates the care taken to ensure the scheme compliments the host building and wider area, with particular consideration given to the new provisions this development would offer the locality.
- 8.1.3 The proposals would not negatively impact the heritage of the surrounding area and town, nor would it negatively impact any local character. The proposed development intends to draw upon the potential the town's heritage brings to its tourism sector and economy; the proposed alterations to the application building's external renovations would provide a visually attractive element to the area.
- 8.1.4 Additionally, buildings surrounding the application site would not be adversely affected by the proposals.
- 8.1.5 The development proposal would therefore be in accordance with the relevant provisions of the development plan and there are no material considerations which indicate the application should be refused.
- 8.1.6 We therefore respectfully request that full planning permission be granted.

## 9 FIGURES

- 1 Site Location Plan
- 2 2018 OS Map showing site location (taken from Historic England)
- 3 Proposed Front Elevation of Development (by Rocket Architectural Design & Surveying)
- 4 Image showing the view of Daniel Adamson's Coach House, the Coach House Centre, and The Grey Horse Public House from the application site (taken from Google Maps)