

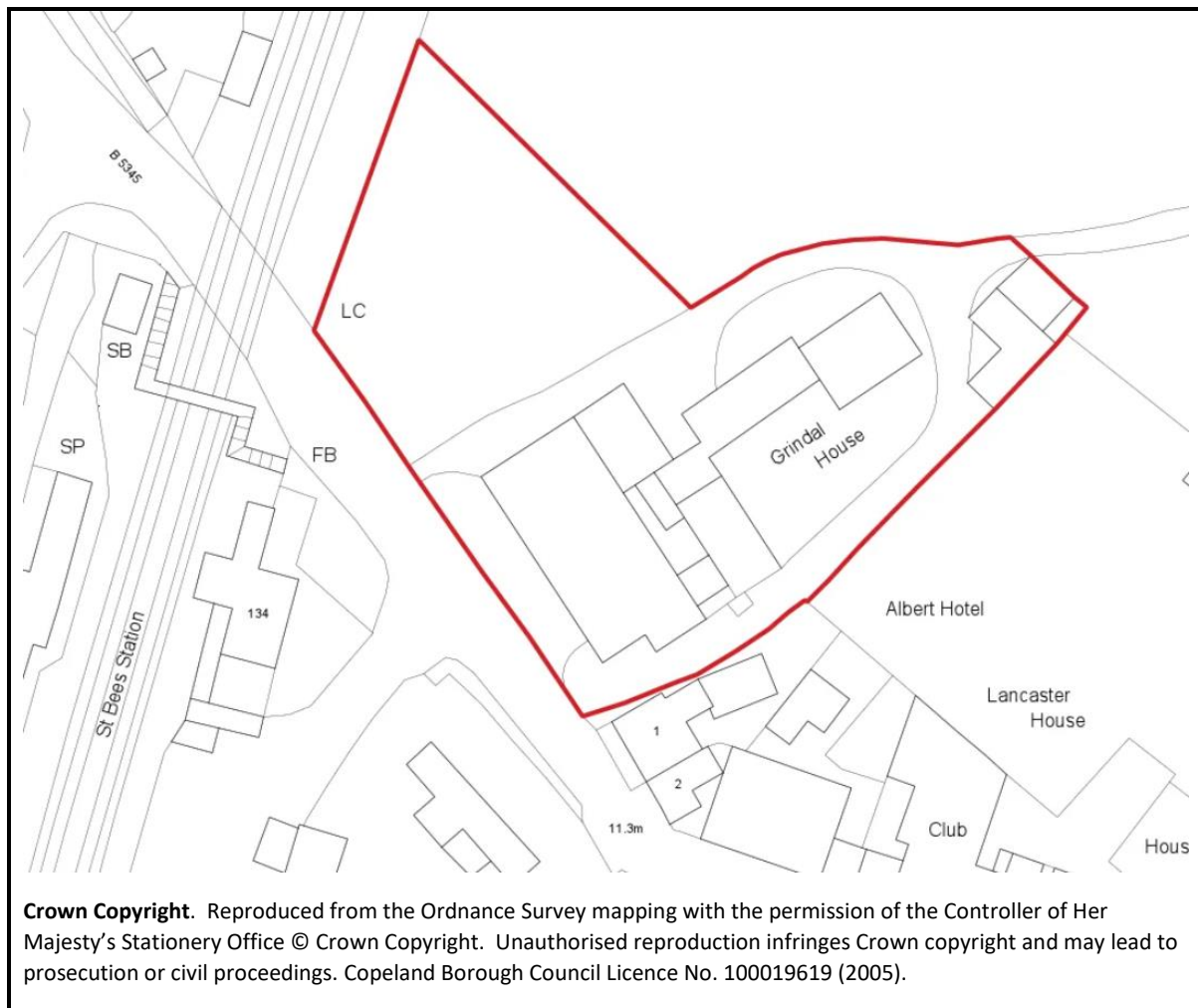


To: PLANNING PANEL

Development Management Section

Date of Meeting: 31/08/2022

Application Number:	4/21/2487/OL1
Application Type:	Listed Building Consent
Applicant:	St Bees Little Learners Nursery Ltd
Application Address:	GRINDAL HOUSE, MAIN STREET, ST BEES
Proposal	CHANGE OF USE OF GROUND FLOOR OF BUILDING FROM ANCILLARY SENIOR SCHOOL ACCOMMODATION TO A CHILDRENS DAY NURSERY, INCLUDING NEW VEHICLE EXIT FROM THE SITE; AND CREATION OF PARKING AREAS TO REAR
Parish:	St Bees
Recommendation Summary:	Approve subject to conditions



Reason for Determination by Planning Panel

The application is brought for consideration by Members of the Planning Panel due to the nature of the application and given the technical issues raised in relation to impacts on highway safety and heritage assets.

Members have also benefitted from a site visit to assess the proposal, which was carried out on the 18th May 2022.

The Site

This application relates to a large, detached building, known as Grindal House, located within the centre of St Bees. The building is a Grade II Listed and lies within the centre of the St Bees Conservation Area. The front boundary sandstone wall for this site is also Grade II Listed in its own right.

The site fronts onto the B5345, the main road through the village, and lies opposite to the St Bees train station and associated car park. The site is bounded to the north and east by land associated with St Bees School and to the south by existing residential properties.

The application site was formally used as accommodation for St Bees Secondary School and comprises of dormitory accommodation and classrooms. This use ceased with the closure of St Bees School in 2015. Whilst the main school site has reopened this property together with other properties detached from the school campus have remained vacant.

The site is currently accessed from the south of the site directly from the B5345.

Relevant Planning History

4/12/2217/0F1 – Change of use of part school building into hair & beauty salon – Approved

4/12/2218/0L1 – Listed building consent for internal alterations to part of school to form hair & beauty salon – Approved

4/12/2171/0F1 – Listed building consent for re-roofing & replacement windows – Approved

Proposal

This application seeks Listed Building Consent for works associated with the change the use of the ground floor of this building from ancillary senior school accommodation to a children's day nursery. The proposal will allow for the relocation of the current nursery from Abbotts Court.

The proposed change of use will require minimal internal or external alterations to the property. Internally the proposed development seeks permission for a new door opening between rooms G1.07 & G1.09. Externally it was originally proposed to create two openings within the existing curved unlisted front garden wall to improved accessibility around the site however this has now been removed from the application and the garden wall will remain unaltered.

The development also seeks to the creation of a new vehicle exit from the site. The existing access to the site is located to the south of the site and currently acts as the single entrance and exit for the property. As part of this application the existing access will be improved by widening the access to 6.1m by relocating one of the existing gate posts. A 4m road will be constructed around the perimeter of the building leading to the proposed new exiting to the site located to the north of the building within an existing stone wall. This exit point will be 6.1m wide and will provide visibility splays of 2.4m x 4m to the south of the site and 2.4m x 56m to the north. This north visibility splay will be created by reducing the height of the existing sandstone wall to 1.05m from ground level and relocating and height reduction to one of the existing gate posts. As part of the new access point, a 6m stretch of the proposed access road into the application site will be made level with the adjacent highway to improve visibility. The existing access will therefore form the 'in' to the site with the new access point to the north of the site acting as the 'out'. The Grade II Listed wall fronting the site will remain unaltered.

A 14 space car park will also be created to the rear of the application site, separated into ten spaces to the south of the building, including one disabled space, and four spaces to the north. The plans also show a drop off area to the south of the site.

This application is being considered alongside a full planning application for the same works, reference 4/21/2486/0F1.

Consultation Responses

St Bees Parish Council

23rd November 2021

The Parish Council has no fundamental objections to the proposed change of use to accommodate a children's nursery. This would continue the use of the building for educational purposes. The Parish Council is pleased to see that the sandstone wall at the front of the building will be retained, albeit moved slightly further back. This will leave a narrow strip of land in front of the wall which the application suggests will be a grassed area. The Parish Council asks CBC to consider a requirement for this area to be paved to allow more space for pedestrians to pass.

8th August 2022

Thank you for forwarding the additional information on this application and the associated Listed Building application. The Parish Council has no objections to the amendments and is pleased that a solution may have been found which is acceptable to all the parties involved. The Parish Council's only regret is that this has come too late to prevent the loss of a valued local business as we understand that the nursery is moving to new premises in Egremont in September.

Copeland Borough Council – Conservation and Design Officer

3rd December 2021

Conclusion: Recommend refusal

Assessment:

- This prominent building is currently vacant. It does not, from the evidence provided, appear to be in a parlous state, however giving it a full, viable, long-term use is obviously to be welcomed.
- It is not clear whether this use would constitute a full, viable long-term use as this is a very large building and a play group will presumably only occupy part of the building – from the proposed drawings, this use is limited to the ground floor. Nonetheless, even a partial use could be considered an improvement.
- Internal alterations appear minimal, consisting of inserting a doorway into the rear of an alcove between rooms G1.07 and G1.09. The design and access statement also refers to blocking a doorway in G1.11, although this is not obvious from the plans.

- Externally, works are more substantial and problematic.
 - Moving the entire listed front wall at an angle to the façade in order to suit increased car use does not appear justifiable.
 - The new pedestrian access gates are questionable given the unclear need and strong character of these curved walls, and likely not supportable.
 - Relocating a gatepost on the “in” side of the new gyratory, and lowering the wall heights, contributes to the general loss of character of the front of the property.
 - The road height is quite substantially above the ground level on the NW side of the building, but it is not clear what the visual impact of the ramp will be.
 - The works to the road wall on the NW side of the building will be quite extensive, with a 6.1m wide splayed opening and 1.05m height reduction across most or all of its width. This would also result in the loss of the pedestrian gate from the listed front wall.
- The loss of the pedestrian gate on the NW end, relocation and angling of the entire structure, relocation of a gate pier on the SE end, and height reduction at the SE end could be considered substantial harm to the listed front wall.
- Whether the curved sections should be considered part of this wall or part of the main building is not immediately clear, but the insertion of pedestrian gates here would either be considered as contributing to the substantial harm of the former or contributing to the less-than-substantial harm of the latter.
- The internal alterations to the house are likely to be considered either neutral or negligible harm, however there is no information provided on the current alcove between rooms G1.07 and G1.09 (e.g. photography, internal elevation), or detail on the new opening/door.
- There is also likely to be some harm to the settings of surrounding listed structures. These are suggested in the Heritage Statement to be St Bees Signal Box, Stone House Farm, and Lonsdale Terrace (all GII), however, it seems unlikely that the setting of Lonsdale Terrace would be affected, and more likely that some impact of the settings of Pow Bridge and the nearby War Memorial (GII* and GII respectively) would be detectable. This would likely appear as a loss of the neat, continuous line of the front wall (both the listed and unlisted sections), punctuated by gate piers, but would be viewed at a range of approx. 35-110m and less-than-substantial.
- The heritage statement appears to make a slight mistake in its interpretation of setting, which is both that which contributes to the significance of a heritage asset, and that which allows the asset to be appreciated. This means that views in which the proposed works appear with a given asset should be factored in – Even if Stone House had no windows and it were not possible to see out, the setting in which its significance can be externally appreciated would still undergo change.

Summary

- I welcome the use itself.
- Internal changes would likely be considered neutral in impact or a negligible level of harm but are not adequately explained.

- External works are not well justified or defended, however the principle of them would appear to be unsupportable in any case.
- External addition of driveway, ramp and works to unlisted section of wall to NE of building could be considered less-than-substantial harm to the setting of the listed building, less-than-substantial harm to the setting of the listed front wall, and loss of a feature that makes a positive contribution to the character and appearance of a conservation area, constituting less-than-substantial harm.
- Works to the listed front wall could be considered substantial harm as they would seriously impact its aesthetic value. The NPPF makes it clear that circumstances where this is viewed as justified should be exceptional.
- The building is centrally located within St Bees and adjacent to a station. The proposed use is to serve the local population, and the majority of St Bees would appear to fall within approx. a 500-700m radius. Walking to and from the building would therefore seem viable, and to be encouraged, and I do not think the application is clear enough on why the need for increased vehicle access justifies such extensive changes.
- I disagree that it has been demonstrated the nature of the asset prevents all reasonable uses of the site, or that the chosen proposal is proportionate with the goal of allowing easier car access.

15th December 2021

My previous consultation response for this and 4/21/2487/0L1 is still applicable, so I haven't written an updated one.

19th January 2022

The amended plan is a little ambiguous so I've stated what I think is changing/staying the same.

- The proposal to realign the section of wall to the left of the listed wall (when looking at the building) appears likely justifiable. However, this will entail harm to the pedestrian gateway there, which will need either removing or angling and the right-hand gatepost resetting further back and potentially lower, which may look strange. More detail would be needed there.
- This proposal appears to require lowering the forward sections of the curved walls that come out from the corners of the building. I'm not sure whether these should best be considered part of the building or part of its curtilage, but either way this should be considered less-than-substantial harm to a listed structure although could likely be pulled off in an acceptable way with good justification and detailing.
- The proposal to insert a gateway into the left of these walls (when looking at the building) should be considered likewise. I have some hesitation, although this may be justifiable subject to demonstrating a clear advantage being able to walk from one side to the other (i.e. as an alternative to either going through the building, around the back of it, or along the pavement).

- It is not clear from the plan whether a pencilled in cross refers to the pedestrian gate in the right-hand curved wall, or to the oil tank, however the photo shows the tank being removed, so I assume the gate is still proposed.
- It is not clear to me what the blue rectangle and “to retain” label is referring to.
- The proposal appears to include removing the right-hand end of the listed front wall, up to the vehicle gateway, and shortening the other side of the gateway to align with the front wall of the neighbouring property. This may be justifiable by itself as less-than-substantial harm to a listed structure, if the justification is strong (e.g. it would enable the building to be given a sustainable use).
- The proposal still appears to include taking down most or all of the listed front wall and relocating it at an angle to the façade to permit visibility splays. If that’s correct, I’d view it as entailing substantial harm to a listed structure and still the main sticking point with this proposal.

Omitting the proposed vehicle exit to the unlisted wall to the left of the building, and associated driveway, is an improvement, but the core issue remains.

I don’t know if Highways would take the view that removing only the right end of the front wall – from right side of the current vehicle opening to its junction with the curved section, along with the oil tank, as illustrated in the attachment “wall removal google earth image.pdf” – would be acceptable on the basis that even if not ideal it’s still betterment over the previous arrangement?

As it stands, the proposed relocation of the front wall would entail demolishing most or all of a listed structure and rebuilding it in a way that entailed substantial direct harm to it and additionally harmed its setting and that of Grindal House.

Assuming I’ve read the plan correctly, I couldn’t view this as solving the core issue, although it is less impactful in some respects.

24th March 2022

Conclusion: Request further information

Assessment:

- Following my earlier recommendation to refuse this application, an alternative proposal has come forward making use of a traffic light system attached at the corner of the building, which would avoid relocation of the listed front wall.
- The proposal now entails the removal of the section of wall and gate pier to the left of the existing entry, up as far as the intersection with the listed wall. This section of wall, by virtue of being attached to a listed building, is itself listed, however I would view its significance as being lower, and the overall impact on the listed asset to be less. The benefit of reconfiguring this entrance to improve vehicle access is evident.
- Removal of this section of wall, and relocation of the right-hand gate pier rearwards, could be said to entail less-than-substantial harm to the significance of the listed building.

- However, the opportunity to remove the oil tank and replace the area of broken tarmac between the building and the road with higher quality paving, is welcome, and I expect this to have a beneficial effect.
- The proposed traffic light system is likely to be unobtrusive and enable the access to be useable, with only minor harm and some associated enhancement.
- Two pedestrian openings are proposed in the curved sections of front wall to improve circulation around the site. This appears to entail less than substantial harm to the listed building to which they're attached.

Summary

- I'm assuming that the purpose of taking down the indicated section of front wall at the gateway is to enable a car to pull off the highway and monitor the traffic light for green before proceeding down the drive to the side of the building. I would be grateful of confirmation that this is the intention, or if not, whether it would be sufficient for visibility purposes to merely reduce the wall height to below 1m.
- I would be grateful for a spec sheet or similar showing the new paving materials to be used on site.
- A product sheet, detail drawing or similar would also be useful to show the appearance of the traffic lights, how they will be mounted and how they will be powered.
- If the oil tank is to be removed, will a new one need installing elsewhere?
- I'm not completely clear on the justification for the new pedestrian gates in the curved walls. Is it not currently possible for pedestrians to go through the building or along the pavement? How likely are these new gates to be used? The southern one appears only to give access to the new section of paving where the oil tank is located, but getting from there to the front door could be done by walking along the pavement only a few yards further. Similarly, on the north side there is a gate giving access from the pavement to the grassy area. Clarification the need for these gates would be helpful.

10th August 2022

Conclusion: Request further information and design revision

Assessment:

- Since my last consultation response, an updated site block plan has been provided, showing the retention of a tree in the car park, necessitating the positioning of three parking bays on the NW side of the rear range of the building.
 - There is likely to be some slight visibility of these parking bays from the road, and from the rear windows on that side of the building, however, given the slightness of the change and the improvement in the form of retaining the tree, this appears justified.
- The updated plan also omits the proposed openings through the curved walls to the front.
 - This is an improvement.

- The roadside elevation drawing has been updated, showing the gateposts reduced in height to match the 1m wall.
 - This solution is oddly lopsided and reads as a compromise designed to permit a visibility splay, which would otherwise never have been used.
 - I would suggest looking at an alternative that doesn't terminate the walls but sweeps them inward in a curve.

Summary

- I suggest that to better maintain the appearance of the frontage, use of a curve to terminate the wall sections to the left of each vehicle opening in the frontage (when viewed from the road) would give a better result than short gate piers.
- I would be grateful for a spec sheet or similar showing the new paving materials to be used on site. This could be handled via a condition if that would be preferable.

16th August 2022

Conclusion: No objection

Assessment:

- Since my last consultation response, confirmation has been provided that the curved terminus to each wall presents problems of its own,.
 - This seems reasonable and I would view the proposal in its current form as supportable.
- Confirmation has also been provided that the new paving materials can be submitted via use of a condition. I suggest that this should require discharge of the details to be made prior to installation on the site of such materials.

Historic England

23rd November 2021

On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

15th December 2021

On the basis of this information, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

28th July 2022

On the basis of this information, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

National Amenities Society

No comments received.

Cumbria County Council – Historic Environments Officer

17th November 2021

I defer to any forthcoming comments that your conservation officer may make regarding the acceptability of the proposals on the listed building. I do not consider however, that the proposal will impact upon archaeological assets.

13th December 2021

I defer to any forthcoming comments that your conservation officer may make regarding the acceptability of the proposals on the listed building. I do not consider however, that the proposal will impact upon archaeological assets.

9th March 2022

Historic England provides advice when our engagement can add most value. In this case we are not offering advice. This should not be interpreted as comment on the merits of the application.

We suggest that you seek the views of your specialist conservation and archaeological advisers. You may also find it helpful to refer to our published advice at <https://historicengland.org.uk/advice/find/>

Public Representation

This application has been advertised by way of a site notice, press notice, and neighbour notification letters issued to eleven properties. No comments have been received in relation to the statutory notification procedure.

In December 2021 reconsultations were undertaken for this application based on an amended description for this proposal which indicated that the change of use only related to the ground floor of the property. One letter of objection has been received in relation to the statutory notification procedure raising the following concerns:

- Staff at nursery have between 11 and 15 cars where are these car going to be parked? Hopefully not in train station car park.
- Traffic disruption for locals from additional and existing road users.
- Parents will be stuck in grounds and unable to get to work.

In March 2022 further reconsultations were undertaken for this application based on a further amended description and alterations to be submitted plans. The proposal removed the one way system from the application and sought to alter the existing access. One letter of objection has been received in relation to the statutory notification procedure raising the following concerns:

- Major concerns about two opening in garden wall which is listed surely this should be preserved.
- The entrance into the property now is very narrow which will hold the traffic up if few cars arrive at same time blocking footpath.

- These two openings cross the public footpath there is no public footpath on the opposite side of the road. These opening are big concern for the public crossing right on major railway crossing.
- Concern parents dropping children off when crossing gates close and traffic backed up the road. They will park in village on yellow lines and on pavements causing bigger issues and people will not be able to see round cars to cross.
- Statement states Highways Authority they have discussed with them
- Is there no letter or survey from the Highway Authority saying they are happy for this to go ahead and is safe for the public for this extra amount of vehicles to enter this property and exit the property so close to railway crossing at key work times this should also include Sellafeld traffic which has been major ongoing issue car cutting through the village causing its own problems for the village life blocking Main street.
- Letter From St Bees School Pupils did not drive and any staff walked across to the school with pupils they did not drive to school cars were a few a day.
- Huge increase in vehicles.
- Parking for these cars will they use the train station car park causing more issues.

In July 2022, the application was amended further to revert the proposal back to the originally proposed new access and one way system. A further reconsultation was therefore undertaken based on an amended description and plans for this application. No comments have been received in relation to the statutory notification procedure.

Planning Policy

Planning law requires that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Development Plan

Copeland Local Plan 2013 – 2028 (Adopted December 2013)

Core Strategy

Policy ST1 – Strategic Development Principles

Policy ST2 – Spatial Development Strategy

Policy ER7 – Principal Town Centre, Key Service Centres, Local Centres and other service areas: Roles and Functions

Policy ER9 – The Key Service Centres, Local Centres and other small centres

Policy SS4 – Community and Cultural Facilities

Policy SS5 – Provision of Access to Open Space and Green Infrastructure

Policy T1 – Improving Accessibility and Transport

Policy ENV4 – Heritage Assets

Development Management Policies (DMP)

Policy DM10 – Achieving Quality of Place

Policy DM22 – Accessible Developments

Policy DM21 – Protecting Community Facilities

Policy DM22 – Accessible Developments

Policy DM27 – Built Heritage and Archaeology

Other Material Planning Considerations

National Planning Policy Framework (2021)

National Design Guide (NDG)

Cumbria Development Design Guide

Planning (Listed Buildings and Conservation Areas) Act 1990

Conservation Area Design Guide SPD (Adopted December 2017)

Emerging Copeland Local Plan (ELP):

The emerging Copeland Local Plan 2017-2035 was recently the subject of a Preferred Options Consultation which ended on 30 November 2020. The Preferred Options Consultation builds upon the completed Issues and Options Consultation, which finished in January 2020. Given the stage of preparation, the emerging Copeland Local Plan 2017-2035 has only limited weight in decision making but provides an indication of the direction of travel of the emerging planning policies, which themselves have been developed in accordance with the provisions of the National Planning Policy Framework.

Strategic Policy DS1PU: Presumption in favour of Sustainable Development

Strategic Policy DS2PU: Reducing the impacts of development on Climate Change

Strategic Policy DS3PU: Settlement Hierarchy Strategic

Policy DS4PU: Settlement Boundaries

Strategic Policy E1PU: Economic Growth

Strategic Policy E2PU: Location of Employment

Strategic Policy R1PU: Vitality and Viability of Town Centres and villages within the Hierarchy

Strategic Policy R2PU: Hierarchy of Town Centres

Strategic Policy R4PU: The Key Service Centres

Policy R9PU: Non-Retail Development in Town Centres

Policy SC5PU: Community and Cultural Facilities

Strategic Policy BE1PU: Heritage Assets

Policy BE2PU: Designated Heritage Assets

Policy BE3PU: Archaeology

Policy BE4PU: Non- Designated Heritage Assets

Assessment

The main issue raised by this application is the impact on heritage assets.

Impact on Conservation Area & Heritage Asset

Policy ST1, ENV4, DM27 of the Copeland Local Plan seek to protect, conserve and where possible enhance the historic, cultural and architectural character of the Borough's historic sites.

The Planning (Listed Buildings and Conservation Areas) Act 1990 establishes a need "in considering whether to grant listed building consent for any works [for the Local Planning Authority to] have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest" [Section 16(2)]. This requirement also applies to the granting of planning permission affecting a listing building or its setting [Section 66(1)].

Section 72 of the 1990 Act states that "special attention shall be paid to the desirability of preserving or enhancing the character or appearance of [a conservation] area."

Paragraph 194 of the National Planning Policy Framework (NPPF) states that "In determining applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation..."

NPPF para. 199 states, in the case of designated heritage assets, "great weight should be given to the asset's conservation", irrespective of whether potential harm is substantial, less-than-substantial, or total loss. Where harm to a designated heritage asset is less-than-substantial, it should be weighed against the public benefits of the proposal (para. 202).

Paragraph 203 of the National Planning Policy Framework (NPPF) states the effect on the significance of a non-designated heritage asset should be taken into account when making decisions.

Referring to assets in a conservation area, NPPF para. 207 states that loss of an element that makes a positive contribution to a conservation area should be treated as either substantial (under para. 201) or less-than-substantial harm (under paragraph 202). In new

development, opportunities should be sought to enhance or better reveal the significance of conservation areas (NPPF para. 206).

As part of this application process extensive discussions have also been undertaken with the Council's Conservation Officer. The original proposal sought permission for a new access and one way system around the building, however due to initial concerns raised by the Council's Conservation Officer the proposal was amended to utilise and improve the existing access to the site. The Officer originally stated that whilst the building is not in a dangerous state securing a viable long-term use of the site is welcomed and that the internal alterations would be considered to have a neutral impact or a negligible level of harm, the external works however were not justified. The Officer confirmed that whilst it was considered that the works to create an additional driveway, ramp and to reduce the height of the unlisted wall could be considered less than substantial harm, works to relocate the existing listed wall could be considered substantial harm as they would seriously impact its aesthetic value of the site.

In order to address these concerns the proposal was amended to remove the proposed new access and one way system and to utilise and improve the existing access to the site. Significant concerns were however raised from Cumbria Highways in relation to this amended scheme as two cars cannot pass on the existing access or access track, and therefore considered that the development would create an unacceptable highway safety impact as the access could not operate in a safe manner. Cumbria Highways therefore requested that the application be reverted back to the original scheme including a new access and access road.

Following these concerns, discussions were undertaken with both the Highway Authority and the Council's Conservation Officer to secure a position which would ensure a safe access to the site whilst preserving and protecting this key heritage asset. The application was therefore amended to the original proposal detail a new access and one way system around the site. The Listed wall however is now to be retained in its current location, resulting in reduced visibility splays to the south of the site, to which the Highway Authority have no objections. Based on this amended scheme the Council's Conservation Officer has offered no objections to the proposal and has confirmed that the development is supportable. The Officer notes that the internal openings within the curved wall have been omitted which is an improvement to the scheme, and a tree within the rear of the site has now been retained helping to reduce the visibility of the proposed car parking bay. The Officer has however requested the submission of details of the proposed paving materials, which will be secured by an appropriately worded planning condition.

The proposed change of use and associated works therefore provide a viable use for this heritage asset located within a prominent position within the Conservation Area and will ensure the vacant building is reused securing its long term future. Based on the amendments to the scheme, although there will be some impacts on the heritage asset due to the creation of a new access the works have been designed to protect and conserve the historic site whilst ensuring the site has a viable use and is served by a safe access arrangement. On the basis of the above it is considered that the proposal complies with policies of the Copeland Local Plan and the NPPF.

Planning Balance

The application seeks planning permission to convert an existing vacant dilapidated building located within the centre of one of the Council's Local Service Centres to a children's day nursery. The proposed conversion would allow an existing business within the village to relocate, retaining and enhancing this facility for the local community. Although there are no major internal or external alterations proposed to the building to accommodate a change of use a new access and one way system is proposed within the site.

Extensive discussions have been undertaken as part of this application with both the Highway Authority and the Council's Conservation Officer to secure a position which would ensure a safe access to the site whilst preserving and protecting this key heritage asset by giving the site a viable use. The application has therefore been amended to reflect the original proposal at this site, including a new access and one way system, however the Listed front boundary wall will be retained in its current form resulting in reduced visibility splays to the south of the site. Cumbria Highways have offered no objections to the development subject to a number of conditions to secure the construction and retention of the proposed access and visibility splay. The Council's Conservation Officer has also offered no objections to the proposal subject to a condition requiring details of the proposed paving materials.

Conclusion

On balance, whilst some conflicts are identified in terms of the impact on the character of the village and heritage asset these are not considered sufficiently harmful to significantly and demonstrably outweigh the identified benefits of the development, which would include the retention and enhancement of a local facility and the reuse of a Listed vacant dilapidated building within a prominent location within the villages Conservation Area, when assessed against the policies in the NPPF taken as a whole.

Recommendation

Approve subject to the following conditions.

Conditions:

Standard Conditions:

1. The works hereby permitted must be commenced before the expiration of three years from the date of this consent.

Reason

To comply with Sections 18 and 74 of the Planning (Listed Buildings and Conservation Areas) Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.

2. This permission relates to the following plans and documents as received on the respective dates and development must be carried out in accordance with them:-

- Site Location Plan, Scale 1:500, Drawing Number: 2131-100-EX, Revision: A, received by the Local Planning Authority on the 8th November 2021.
- Block Layout Plan as Proposed (Amended), Scale 1:250, Drawing Number: 2131-200-PL, Revision: H, received by the Local Planning Authority on the 16th August 2022.
- Block Layout Plan of Access, Scale 1:100, Drawing Number: 2131-201-EX, Revision: A, received by the Local Planning Authority on the 28th February 2022.
- Site Access as Existing & Proposed (Amended), Scale 1:200, Drawing Number: 2131-EX-101, Revision: A, received by the Local Planning Authority on the 25th July 2022.
- Existing Ground & First Floor Plans, Scale 1:200, received by the Local Planning Authority on the 8th November 2021.
- Proposed Ground Floor Plans (Amended), Scale 1:200, received by the Local Planning Authority on the 22nd November 2021.
- Flood Risk Assessment, Prepared by SRE Associates November 2021, received by the Local Planning Authority on the 8th November 2021.
- Heritage Statement (Amended), Prepared by SRE Associated July 2022, received by the Local Planning Authority on the 16th August 2022.
- Planning Statement (Amended), Prepared by SRE Associated July 2022, received by the Local Planning Authority on the 16th August 2022.
- Letter from St Bees School, received by the Local Planning Authority on the 28th February 2022.

Reason

To conform with the requirement of Section 91 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.

Prior to Installation/Use Conditions:

3. Prior to their first installation within the development hereby approved, full details/specifications of the proposed paving materials must be submitted to and approved in writing by the Local Planning Authority. The development must be carried out in accordance with the approved details and must be maintained at all times thereafter.

Reason

In the interest of protecting the heritage asset in accordance with Policies ENV4 and DM27 of the Copeland Local Plan.

Informative:

1. The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848. Further information is also available on the Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority

Statement

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received, and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the National Planning Policy Framework.