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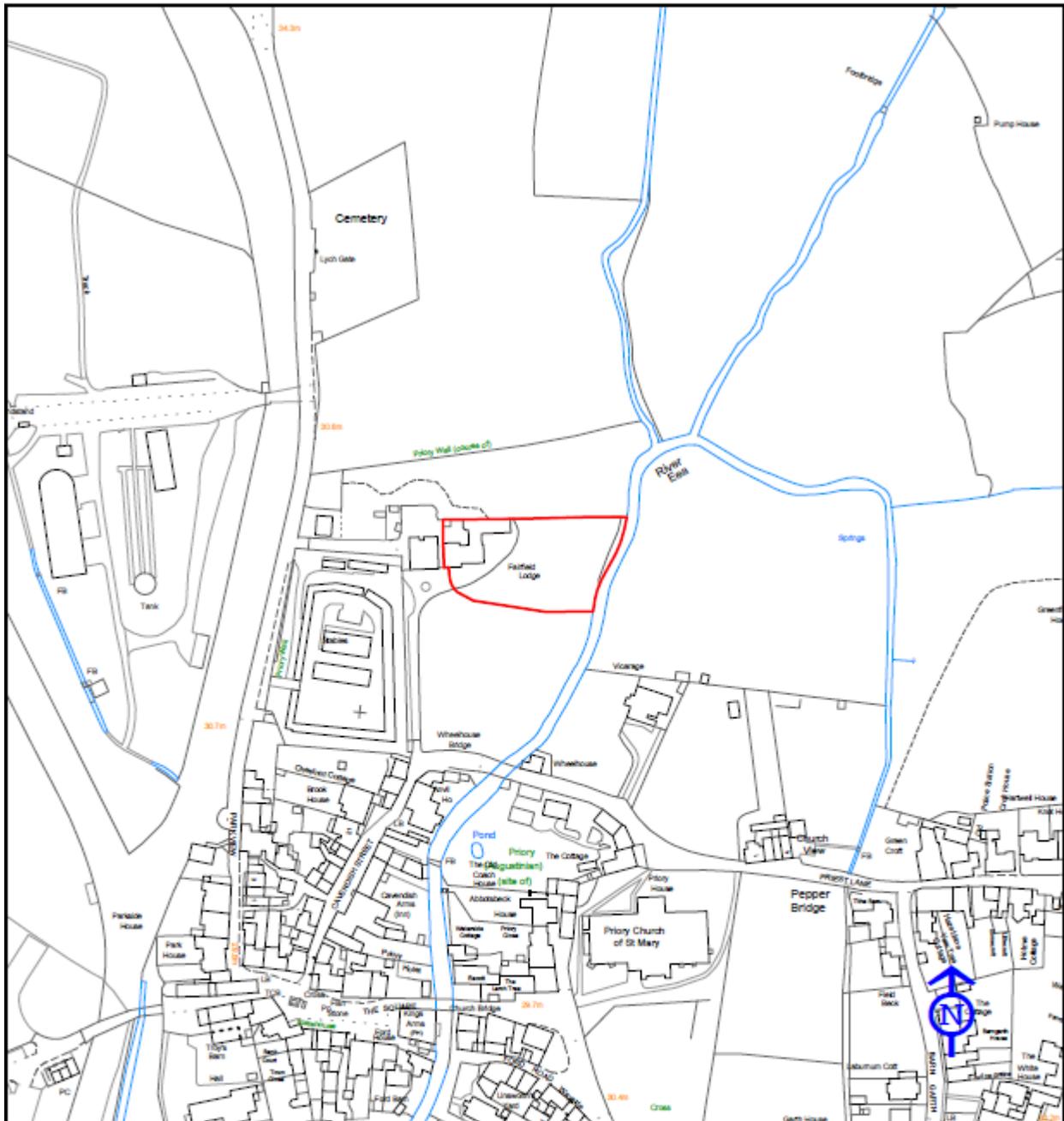
Planning Application no. SL/2020/0337  
Fairfield Lodge, Priest Lane, Cartmel

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**SL/2020/0337**

**Fairfield Lodge  
 Priest Lane  
 Cartmel  
 LA11 6PY**

Scale: 1:2500

## Summary

SL/2020/0337

PARISH: Allithwaite & Cartmel

Fairfield Lodge, Priest Lane, Cartmel, Grange-over-Sands LA11 6PY

PROPOSAL: Demolition of parts of the building and replacement extensions. New private driveway leading to parking area and new double garage and carport

APPLICANT: Mr & Mrs Culshaw

Grid Ref: E: 337893 N: 478971

Committee date: 25th March 2021

Case Officer: Nic Unwin

The proposal seeks full planning permission for the demolition of parts of the building and replacement extensions. New private driveway leading to parking area and new double garage and carport.

The proposed site is located outside of, but adjacent to the development boundary of Cartmel. The proposed site forms Fairfield Lodge and associated curtilage aside from a small section of access track.

The current application has been referred to committee as the application has been 'called in' by Councillor Gardner.

## Recommendation

The recommendation is to approve the application subject to conditions set out at the foot of the report.

### 1.0 Description and proposal

#### Site Description

- 1.1. The proposed site comprises Fairfield Lodge, Priest Lane, Cartmel.
- 1.2. Fairfield Lodge is formed of two distinct sections. The western section is a two storey traditional 18<sup>th</sup> Century Coach House. The original Coach House has been altered over time with render added to the walls and dormers added to the roof slope.
- 1.3. Throughout the 20<sup>th</sup> Century substantial extensions were added to the east with a single storey render extension adjoining the eastern gable of Fairfield Lodge with

two dormers in the southern roof slope permitting accommodation within the roof space. In the early 2000's a further extension was added to the north and east of the existing extension creating a sunroom and car port.

- 1.4. Fairfield Lodge is accessed by a private shared access connecting to Priest Lane to the South. The garden curtilage extends to the east.
- 1.5. Adjacent to the west of Fairfield Lodge is Fairfield House, a detached 18<sup>th</sup> Century grade II listed dwelling with which Fairfield Lodge shares a private driveway. To the north of the proposed site is a copse of dense trees, to the east is open agricultural land, and to the south is an open paddock area.
- 1.6. The garden area of Fairfield Lodge and paddock to the south separating the site from Priest Lane forms part of the Cartmel Priory Scheduled Ancient Monument.
- 1.7. The land to the south and east of the existing built form of Fairfield Lodge is within Flood Zone 3b.

## Proposal

- 1.8. The proposal seeks full planning permission for the demolition of parts of the building and erection of replacement extensions, new private driveway leading to parking area, and new double garage and carport.
- 1.9. The proposal would primarily involve the replacement of the existing 20<sup>th</sup> Century extensions with a more contemporary extension. The proposed extension would be single storey and utilise the footprint of the existing single storey extension.
- 1.10. The render on the exterior of the original coach house will be removed and the stone work repaired and repointed with lime mortar where necessary. The modern dormer inserted within the eastern roof slope will be removed and replaced with a conservation roof light. The eastern gable will be reformed and the lost decorative purlins reinstated.
- 1.11. The proposed eastern extension will retain the footprint of the existing extension but increase the ridge height by approximately 0.7 metres (below that of the original coach house). The roof will comprise blue/ grey slate to match the existing. Two dormers are to be inserted within the southern roof slope (these will be larger than the existing dormers). There will additionally be a porch above the front door and large roof light above this. The walls are to be of white render. The eastern gable will feature a more contemporary double height glazing with some natural stone used.
- 1.12. The extension replacing the sunroom and former car port will have a reduced ridge height and be of similar materials with natural slate pitched roofs and walls constructed of white render, natural stone and glazing. There will be a small link between the previous sunroom and the car port formed from oxidized copper

cladding. All doors and windows within the extension will be dark aluminum framed double glazed units.

- 1.13. The existing area of hard standing adjacent to the south elevation of the extension is to become a landscaped terrace with natural stone paving and walls.
- 1.14. To the south of the terrace will be a double garage and car port. The proposed garage and car port will be constructed of a traditional pitched slate roof and traditional stone walls with a blank stone gable facing south towards Priest Lane.
- 1.15. A permeable gravel area will be located to the west of the garage with a cobble paved area connecting this to the gated entrance and proposed new access track. The proposed access track will be constructed of tarmac and have a traditional stone wall along the boundary with Fairfield House to the north. The proposed track would connect with the existing private access track approximately 14 metres to the south of the existing shared turning area to the south of Fairfield House.

## 2.0 Consultations

### Alithwaite and Cartmel Parish Council

- 2.1. Alithwaite and Cartmel Parish Council object to the proposal for the following reasons:
  - The proposal would have a detrimental impact on the Conservation Area.
  - The proposal would have a detrimental impact on the setting of the Grade II listed Fairfield House.
  - The proposal would negatively impact the character of the existing built environment.
  - The proposal would negatively impact the Cartmel Priory Scheduled Ancient Monument.
  - The proposal would result in overdevelopment.
  - Increased vehicle movements during the construction phase.
  - The proposal will result in an increased flooding.

### Cumbria County Council Highways and LLFA

- 2.2. The Highway Authority and LLFA have no objection to the proposal but suggest that the soakaway design and installation is reviewed and inspected by building control.

## Environment Agency

- 2.3. We have no objection to the development as proposed but wish to make the following comments.
- 2.4. The site is located within Flood Zone 3. With reference to Flood Map for Planning, the site is at high risk from fluvial flooding which shows the extent of floods with a 1% annual probability of occurrence.
- 2.5. The submitted Flood Risk Assessment is very basic but we consider that it is appropriate to the nature and scale of the development. We are therefore satisfied that the proposed development would be safe and it would not be at an unacceptable risk of flooding or exacerbate flood risk elsewhere.

## Council Tree Officer

- 2.6. We will need the planting specification for the proposed trees and shrubs (can be as a condition). There doesn't seem to be a significant impact upon the amenity of the Conservation Area by the removal of the trees shown as removed, there should be a net gain in tree numbers and biodiversity, we need the specifics of the planting proposals to confirm this.

## Historic England

- 2.7. The proposed development is within the former precinct of Cartmel Priory, and has the potential to impact on nationally important archaeological remains. However, archaeological evaluation has shown that the impact would be very limited. Historic England therefore has no objection to the grant of planning permission, subject to an archaeological watching brief during ground works.

## County Archaeologist

- 2.8. No objections subject to an archaeological recording condition.

## Conservation Officer

- 2.9. I am unable to support the proposal as the scheme fails to demonstrate that it has successfully minimized or avoided any adverse impact on the setting of the heritage asset or that it would preserve or enhance the special character and appearance of the Cartmel Conservation Area. I take notice, however, of the response from Historic England, dated 27<sup>th</sup> October, 2020, which concludes with the statement that Historic England has no objection to the application on heritage grounds. As a consequence there will be no harm to the Scheduled Ancient Monument, although the existing appearance would alter as a result of the proposed development.

## Public Responses

- 2.10. A single letter of representation was received in support of the application stating that the proposal appears to enhance the existing dwelling and does not appear to damage the village scape.

## 3.0 Relevant planning history

- 3.1. The notable planning applications relating to the proposed site are as follows:
- 5/01/0760 – Dining/ conservatory with garage/ carport extension. Full approval.
  - SL/2011/0314 – Garage, car port and potting shed. Full Approval.

## 4.0 Relevant planning policies

### National Planning Policy Framework

Chapter 2, Achieving sustainable development

Chapter 12 Achieving well designed places

Chapter 14 Meeting the challenge of climate change, flood and coastal change

Chapter 16 Conserving and enhancing the historic environment

### Local Development Policies

#### South Lakeland Core Strategy Policies (CS)

CS1.1 Sustainable development principles

CS1.2 The development strategy

CS8.2 Protection and enhancement of landscape and settlement character

CS8.6 Historic Environment

CS8.10 Design

LA1.1 Development boundaries

#### South Lakeland Development Management Development Plan Document Policies (DM)

DM1 – General Requirements for all development

DM2 – Achieving Sustainable High Quality Design

DM3 – Historic Environment

DM4 – Green and Blue Infrastructure, Open Space, Trees and Landscaping

DM6 – Flood Risk Management and Sustainable Drainage Systems

## 5.0 Assessment

### Principle of Development and Local Plan Policy

- 5.1. The proposal involves the demolition of parts of the building and replacement extensions, new private driveway leading to parking area, and new double garage and carport.
- 5.2. The proposed replacement extension, and garage and car port are located within the existing curtilage of Fairfield Lodge and therefore the principle of the proposed development within this location is considered acceptable subject to other material planning considerations (assessed below).
- 5.3. The proposed section of new access track extends outside of the existing curtilage of Fairfield Lodge into the paddock to the south approximately 25 metres in length. Although there are no local or national planning policies specifically relating to the location of new private access tracks in the open countryside, this aspect of the proposals constitutes new development in the open countryside and falls to be considered against policy CS1.1 of the Core Strategy setting out sustainable development principles and Policy DM1 of the Development Management Policies DPD.
- 5.4. Policy DM1 of the Development Management Policies DPD requires new development to respond appropriately to the proposal site's locational context, local and settlement character and distinctiveness. It goes on to say that new development should ensure the protection and enhancement of the District's natural, built and historic environment qualities and its distinctive landscapes and townscapes.
- 5.5. Policy CS1.1 of the Core Strategy requires new development to ensure that a high quality, localised and appropriate design is incorporated into all developments to retain distinctive character/sense of place. It goes on to say that there is a need to safeguard the essential character and appearance of those buildings and sites that make a positive contribution to the area.
- 5.6. The proposed access track is approximately 25 metres in length and connects to the existing tarmac access track running from Priory Lane to Fairfield House and Fairfield Lodge. The proposed access track will be approximately 3.5 metres wide and follow the line of the existing traditional stone wall.

- 5.7. The proposed access track is adjacent to the existing built environment following the line of the existing stone wall. The material used will be tarmac to match that of the existing access track to Priory Lane. Due to the proposed access's location, adjoining the much more substantial built environment, use of materials to match that of the existing access to which it connects, and diminutive size particularly in comparison to the adjacent built environment, the proposed access track is considered appropriate for the existing character of the site and compliant with Policies DM1 of the Development Management Policies DPD and CS1.1 of the Core Strategy.
- 5.8. Based on the above the principle of the proposed development is considered acceptable.

## Scale and Design

- 5.9. Both local and national planning policy emphasise the need for development to respond appropriately to local character and site context. Policy DM2 of the Development Management Policies DPD (2019) states that new development should respond appropriately to local and settlement character and be well proportioned, positioned and in scale with its surroundings. This is supported by Policy CS8.10 of the Core Strategy (2010) which requires new development to be in keeping with local vernacular. Chapter 12 'Achieving well-designed places' of the NPPF emphasises the importance of good design, describing it as a key aspect of sustainable development, requiring new development to be sympathetic to local character and their landscape setting. This is supported by the National Design Guide (2019) which states that good design is based on a sound understanding of the features of the site and the surrounding context.
- 5.10. Local and national policy do not however intend to stifle innovation or require development to slavishly replicate neighbouring development. Policy DM2 of the Development Management Policies DPD (2019) states that new development should deliver variety, diversity and interest. Chapter 12 'Achieving well-designed places' of the NPPF emphasises the importance of good design, describing it as a key aspect of sustainable development, requiring new development to be visually attractive as a result of good architecture. This is supported by the National Design Guide (2019) which states that well designed buildings are visually attractive, to delight their occupants and other users..
- 5.11. The existing extensions and alterations to the original coach house are considered to be of a fairly low architectural merit. The design of the existing extensions looks to attempt to replicate a traditional design however it lacks any of the detailing to be successful. Additional later alterations (such as the dormers in the south elevation, balcony on the the eastern gable, sash windows adjoining the French doors on the eastern elevation of the dining/ conservatory extension and the filled in car port with a faux barn style door) result in a poor relationship between the alterations and extension made over time.

- 5.12. The proposal would remove the modern render on the original coach house, repointing with traditional lime mortar and replace the modern dormer in the eastern roof slope with conservation roof lights. This is considered to represent a vast improvement to the existing built form and character of the coach house.
- 5.13. The proposed replacement extension has a far more contemporary character and utilises two large sections of glazing particularly on the eastern elevation. The proposed extension utilises the existing footprint of the existing extension. The proposal is considered to emulate the form of the existing structure.
- 5.14. There is a slight increase in ridge height of the original eastern extension by 0.7 metres in addition to retaining the natural slate roof, rendered walls and use of two dormers to maintain the character of the existing built form. Although the replacement dormers in the southern roof slope are substantially larger than the existing, they have been repositioned over the existing first floor window openings to create a better sense of symmetry. The ridge line is kept below that of the original coach house so as to remain subservient to this.
- 5.15. It is considered that the existing southern elevation is over-complicated and could be refined and simplified. It was suggested to the applicant that this could be achieved through the repositioning of the large roof light above the front porch to the northern elevation, removal of the glazing around the front door to reduce it to a similar size of the ground floor windows and narrowing of the dormers to the same width as the ground floor windows. The applicant and agent did not wish to implement these suggestions and wish the proposals to be determined as currently submitted.
- 5.16. The eastern gable of the proposed eastern extension utilizes a large section of glazing, however the glazing line is set back with a projecting roof which reduces the visual impact of this when viewed from the south. The left-hand gable wall will utilise traditional Lakeland stone to form a visual link with the traditional stone coach house.
- 5.17. The extensions to the north and further east replace the existing dining room/ conservatory and garage/ car port. These form two separate sections, each reduced in ridge height from the previous. This stepping down of each section as one moves further away from the coach house results in a gradual reduction in the built form from the original coach house. This is considered to maintain the coach house as the focal point and visually leads you to the coach house, at which point the built form culminates. A small copper clad link between the former conservatory and garage forms a design feature breaking up the glazing surrounding the southern terrace with the copper blending with the dense trees to the north.
- 5.18. A higher quality landscaped terrace then replaced the existing tarmacked area to the south of the existing garage which is considered to be of a much higher quality and is achieved through the space fulfilling a different functionality.

- 5.19. A double garage and car port is proposed to the south of this landscaped terrace and built form replacing the existing garage and car port. The proposed garage has a pitched slate roof and natural stone walls allowing it to visually relate to the traditional stone and slate of the coach house, forming a stone chippings courtyard. High quality natural stone cobbles will then lead from the front door to the proposed entrance gate.
- 5.20. Although the southern elevation is considered to be a little complicated, on balance the proposed replacement extension is considered to be of a far higher quality in both design and materials than the existing haphazard extensions. The proposed extension remains subservient to the existing coach house with more traditional rendered walls and multi-pane windows utilised for the primary southern elevation adjoining the coach house. The remainder of the proposed extension steps down in ridge height for each section and utilises materials and architectural details to form a coherent relationship lacking in the existing extension. The proposed garage is fairly simplistic in design and utilises traditional materials creating a new courtyard area to the south of the coach house and allowing for a high quality landscaped terrace to replace the existing poor quality tarmacked area to the south of the existing garage.
- 5.21. On balance the proposal is considered to be of high quality materials and design, complementing the existing built environment. The proposed development is therefore considered to comply with Policy DM2 of the Development Management Policies DPD, CS10.8 of the Core Strategy, Chapter 12 'Achieving well-designed places' of the NPPF and the National Design Guide.

## Landscape Impact

- 5.22. Policy DM2 of the Development Management Policies DPD states that new development should be well proportioned and positioned with its surroundings. This is supported by Policy CS8.1 of the Core Strategy states that new development should support and enhance local distinctiveness and protect and enhance key local features and characteristics.
- 5.23. Chapter 12 'Achieving well-designed places' of the NPPF requires new development to be sympathetic to its landscape setting. This is supported by the National Design Guide which states that good design is based on a sound understanding of the site and the surrounding context.
- 5.24. The primary public view point from which the proposal can be viewed is 80 metres to the south from Priest Lane. This view is naturally confined to a 15 metre section due to mature trees to the east and west. From this section the south elevation of Fairfield and Fairfield House can be seen.
- 5.25. The proposed extensions will retain the footprint of the existing extensions in addition to keeping the ridge line of the extension below that of the adjoining coach

house. Slate will be used for the roofing material which will additionally limit any deviation from the form of the proposal from what is existing.

- 5.26. The proposed removal of the render from the coach house and repointing of the traditional stone underneath is considered to have a positive impact on this landscape.
- 5.27. The proposed garage will increase the built form to the south. The ridge line of the garage is however below that of the proposed extension and only a blank traditional stone gable will be visible from this view point. This traditional stone gable additionally screens the more contemporary south facing glazed elements of the proposal resulting in the existing more traditional view of the southern elevation being preserved.
- 5.28. The proposed access track will follow the natural curve of the existing traditional stone wall and sit within the context of the much more substantial development to the north. Although the proposed access will introduce development to the south of the existing traditional stone wall, it will sit at the existing ground level and is approximately 55 metres from Priory Road at its closest point giving it a limited impact on the existing landscape. It was suggested that Grasscrete be used for the track material to neutralize its limited impact however the applicant and agent did not wish to implement these suggestions and wish the proposals to be determined as currently submitted.
- 5.29. The proposed south elevation of the extension adjoining the coach house will utilise larger dormers which will have an increased prominence when viewed from Priest Lane in addition to the proposed roof light above the front door. The existing roof line of the extension contains two smaller dormers which do not appear to possess any continuity or relationship with the first floor windows as the proposed dormers do. The impact of the proposed dormers and roof light is considered to be limited.
- 5.30. The proposal makes a positive contribution through the removal of the modern alterations to the coach house. There is a neutral impact of the proposal through the retention of the existing built form and ridge heights. There is a slight negative impact through the large dormers and roof light, increased built form of the proposed garage and access track. On balance the proposal is considered to have a neutral impact on the primary landscape views from Priest lane.

## Heritage Impact

- 5.31. Policy CS8.6 of the Core Strategy requires safeguarding and, where possible, enhancing of historic environment assets. This is supported by Policy DM3 of the Development Management DPD which states that proposals will be expected to conserve, enhance and where appropriate better reveal the significance of listed buildings and their settings.

- 5.32. Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- 5.33. Para 193 of the NPPF states that “*when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation*”. Para 194 goes on to say that “*any harm to, or loss of, the significance of a designated heritage asset, should require clear and convincing justification*”.
- 5.34. Para 196 of the NPPF states that “*where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal*”.
- 5.35. Fairfield Lodge adjoins the grade II listed Fairfield House to the west. The Cartmel Priory Scheduled Ancient Monument lies immediately to the east and south of the existing built form of Fairfield Lodge. The proposal is additionally located within the Cartmel Conservation Area.
- 5.36. When referencing the primary public view of the proposed site from Priest Lane, within the Cartmel Conservation Area Appraisal it states that “*the sudden view outwards from this corner, along the tree lined and fenced private drive to Fairfield Lodge and Cottage, and more diagonally across the open green space of a long pasture field bounded with hedges and the tree fringed banks of the River Eea is a very attractive and distinctive one, which adds considerably to the special interest of the conservation area*”.
- 5.37. Both the Parish Council and Conservation Officer raised concerns regarding the proposal’s impact on the conservation area, specifically from this view from Priest Lane.
- 5.38. As acknowledged by the Conservation Officer, the removal of the modern render and dormer on the traditional coach house to reveal the original natural stone is considered to be of benefit to the view from Priest Lane and this section of the Conservation Area.
- 5.39. The proposal retains the footprint of the existing extensions and utilises a similar ridge height ensuing it is subservient to the existing coach house and that the form of the existing development is retained. The materials used on the southern elevation are traditional with render walls and slate roof. Although the proposed garage increases the built form to the south, the ridge is kept lower than that of the proposed extension and a natural stone is used for the walls meaning the southern gable would screen the more contemporary sections of glazing to the north retaining a more traditional vista from Priest Lane.

- 5.40. The proposed dormers are larger than the existing dormers and will therefore have more prominence. However, these dormers are aligned with the windows within the ground floor giving the roof more symmetry than the existing haphazard dormers. The roof light over the front door does appear dominant and combined with the larger dormers makes the southern roof elevation quite congested, having a negative impact on the the view from Priest Lane and this section of the Conservation Area.
- 5.41. On balance, once the positive contribution of the alterations to the coach house are weighed against the negatives of the larger dormers and roof light, the proposed development is considered to have a neutral impact on the the view from Priest Lane and this section of the Conservation Area.
- 5.42. The existing access to Fairfield Lodge is via a shared cobbled circular turning area to the south of Fairfield House. The proposal would block this existing access with a traditional stone wall to match the existing and introduce a 25 metre section of track adjacent to the south of the existing stone wall connecting to the existing private access leading to Priest Lane which will have a limited impact on the conservation area when viewed form Priest Lane. As acknowledged by the conservation officer this separation of access will benefit the setting of the listed building and would retain the existing distinctive, if not historic, forecourt 'roundabout' feature.
- 5.43. Within the setting of Fairfield House, the traditional coach house pulls focus. As explained above the alterations to the existing coach house are considered to better reveal its historic significance and will therefore further benefit the setting of Fairfield house.
- 5.44. Although the ridge line of the proposed eastern extension is lower and therefore subservient to that of Fairfield Lodge, the southern roof elevation and primarily the enlarged dormers will be visible. Although visible from Priest Lane, the proposed roof light in the south elevation will be screened when viewed from the circular turning area by the original coach house. Therefore from this view point, the roof line will appear less congested and have less of an impact on the setting of Fairfield House.
- 5.45. The proposed alterations to the existing access arrangements are considered to have a positive impact on the setting of the listed building. The original coach house is the most prominent feature of the proposed site when viewed from the turning circle to the south of Fairfield House, and therefore the positive alterations of the scheme are considered to enhance both the coach house and setting of the listed building. These benefits are considered to outweigh the impact of the southern roof slope of the eastern extension particularly due to the screening of the roof light by the coach house when viewed from the turning circle.
- 5.46. Within Para 3.6 of the 'Adoption of a List of Locally Important Heritage Assets', it sets out the selection criteria for non-designated heritage assets. To be considered a non-designated heritage asset a building, structure or feature

will need to satisfy the authenticity criterion in addition to either the architectural significance or historic interest criteria.

- 5.47. The authenticity criterion is as follows: *“the building, structure or feature must be substantially unaltered and retain the majority of its original features and fabric. Where later alterations have affected the asset they must be either very modest in scale, be easily reversible or be of the highest architectural quality for the period in question in order to qualify”*.
- 5.48. Fairfield Lodge has been substantially altered over time, from substantial poor quality extensions and from alterations to its existing fabric. Due to the scale of alteration to the original coach house, it is not considered to meet the above authenticity criteria and therefore not considered a non-designated heritage asset. This is further supported by the draft Cartmel Conservation Area Review (2019) which assesses the buildings within the Cartmel Conservation Area against this criteria and should they be met, put them forward for the Local List. Fairfield Lodge was not one of the buildings to meet this criteria and be put forward for the Local List.
- 5.49. Fairfield House was listed on 5<sup>th</sup> February 1996. No planning history can be found to show when Fairfield Lodge became a separate planning unit from Fairfield House. Within the applicants design and access statement it shows an image from 1973 showing Fairfield Lodge and original eastern extension suggesting at this time it was a separate planning unit. It is therefore considered reasonable to assume that Fairfield lodge was a separate planning unit at the time Fairfield House was listed and therefore is not considered to be curtilage listed.
- 5.50. The proposed garage and access track would extend to the south into the Scheduled Ancient Monument. Historic England were consulted on the application stating that the archaeological evaluation has shown that the impact on the Scheduled Ancient Monument would be very limited concluding that they have no objection to the grant of planning permission. The County Archeologist was additionally consulted on the application and raised no objections subject to a condition securing a program of archaeological recording which has been included within the recommended conditions below. The application achieved Scheduled Ancient Monument Consent from Historic England on 19 October 2020.
- 5.51. The proposed dormers and roof light within the south elevation, increase of the built form of the proposed garage to the south are considered to have an impact on the conservation area, setting of the listed building and a very limited impact on the Scheduled Ancient Monument. The proposed access track is considered to have a limited impact on the conservation area. This harm is considered less than substantial. This has to be weighed against the benefits of the proposal which include the positive contribution to the conservation area and listed building from the removal of the poor quality alterations to the original coach house and removal of the poor quality extensions and replacement with a much higher quality extension. The benefit of the proposed access alteration to the

setting of the listed building. On balance, these benefits are considered to outweigh the negatives and the proposal therefore complies with Para 196 of the NPPF, however this is considered to be very finely balanced.

## Flooding

- 5.52. The proposed site is located within flood zones 3a and 3b.
- 5.53. Policy DM6 of the Development Management Policies DPD states that inappropriate development in areas at risk of flooding should be avoided, but where development is necessary, making it safe without increasing flood risk elsewhere. It goes on to say that where necessary a sequential test/ the exception test will be applied, in accordance with national planning policy.
- 5.54. National Planning Practice Guidance for Flood Risk and Coastal Change defines minor development as householder development (e.g. garages). Although the proposed access track is not strictly householder development, the footprint is below the 250sqm within the guidance and therefore can be considered minor development. Para 047 of the guidance states that minor development is unlikely to raise significant flood risk issues with Para 067 stating that the sequential and exceptions tests do not need to be applied to minor development.
- 5.55. The Environment Agency were consulted on the application and stated that they were satisfied that the proposed development would be safe, would not be at an unacceptable risk of flooding and not exacerbate flood risk elsewhere. Cumbria County Council as LLFA raised no objections to the application.

## Bio Diversity

- 5.56. Policy DM4 is focused on ensuring that all new development proposals will, unless it can be demonstrated that it is not possible, result in environmental net gains for biodiversity, green and blue infrastructure and demonstrate how the use of multifunctional green and blue infrastructure will deliver wider requirements and objectives. The design of proposals should mitigate the negative impacts of the development by incorporating beneficial biodiversity and geodiversity conservation features, including features that will help wildlife to adapt to climate change where appropriate.
- 5.57. The proposed development will result in the loss of some trees and shrubs along the southern boundary of the existing curtilage, however these are not considered to be of a particularly high quality or make a contribution to this part of the Conservation Area. The Tree Officer was consulted on the application stating that “there doesn’t seem to be a significant impact upon the amenity of the Conservation Area by the removal of the trees shown as removed”.
- 5.58. A condition requiring the submission of full landscaping and boundary treatment details has been suggested to ensure biodiversity net gains.

## Protected Species

- 5.59. The Wildlife and Countryside Act (as amended) and The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 together with para 175 of the NPPF and DM1 of the Development Management Policies DPD (2019) require the consideration of protected species in the determination of planning applications. Validation requires a protected species survey and assessment to be submitted with any application that affects the roof space of a building.
- 5.60. The application was supported by a bat survey which concluded that Fairfield Lodge is considered to not be in use by bats at the time of surveying and there is no evidence of use at any time. However, due to the observed surroundings used by foraging bats, it is recommended that additional provision for bats is built into the extension or boxes be placed on the nearby trees. A condition has been recommended to secure this.

## Planning Balance and Conclusions

- 5.61. The proposed development is considered to be finely balanced. The benefits of the proposal include: the removal of modern alterations to the original coach house and replacement of poor quality extension with a much higher quality extension benefiting the conservation area and setting of the listed building; the new access benefiting the setting of the listed building. The negatives of the proposal include: the impact of the larger dormers and roof light in the southern elevation on the Conservation Area and setting of the listed building; the very limited impact on the SAM from the proposed garage and the impact of the new access on the Conservation Area.
- 5.62. On balance, when weighing the above factors, it is considered that the benefits of the proposal outweigh the harm. This is however considered to be a very fine balance.

## 6.0 Recommendation

Planning permission SL/2020/0497 be granted subject to the following conditions:

Condition (1) The development hereby permitted shall begin no later than three years from the date of this decision.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Condition (2) The development hereby permitted shall be carried out in accordance with the following approved plans:

- Site Location Plan, date received 28/10/2020
- Proposed Elevations Amended, date received 11/12/2020
- Proposed Site Plan Amended, date received 11/12/2020
- Proposed Ground Floor Plan Amended, date received 11/12/2020
- Proposed First Floor Plan Amended, date received 11/12/2020
- Proposed Garage Amended, date received 11/12/2020

Reason: For the avoidance of doubt and in the interests of proper planning.

Condition (3)

a) No development shall commence until samples and/ or details of the materials to be used in the construction of all external surfaces of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority.

b) Development shall be carried out in accordance with the approved details of materials unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the development is of a high quality design in accordance with Policy DM2 of the Development Management Policies Development Plan Document and Policy CS8.10 of the South Lakeland Core Strategy.

Condition (4) No stonework, artificial or natural, (including columns, strings, quoins, lintels, sills, copings, plinths or kneelers) is to be erected until details of the source, colour, texture, coursing, mortar mix design, joint type and thickness and pointing technique, have been submitted to, and approved in writing by the Local Planning Authority in the form of large-scale drawings and/or samples. If so required by the Local Planning Authority, the latter may need to be submitted as a panel, which must be retained on site for comparative purposes until the development is completed. The development shall be carried out in accordance with the approved details.

Reason: To ensure the development is of a high quality design in accordance with Policy DM2 of the Development Management Policies Development Plan Document and Policy CS8.10 of the South Lakeland Core Strategy

Condition (5) Prior to the installation of any new or replacement windows and doors, full details of finishing of the 'reveal' and dimensional drawings shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure the development is of a high quality design in accordance with Policy DM2 of the Development Management Policies Development Plan Document and Policy CS8.10 of the South Lakeland Core Strategy

Condition (6) Prior to the commencement of development, full details of both hard and soft landscape works (including tree planting, hedgerows and earth works) will be submitted to and approved in writing by the Local Planning Authority.

The agreed scheme shall be carried out as approved to the agreed timetable. Any trees / shrubs which are removed, die, become severely damaged or diseased within five years of their planting shall be replaced in the next planting season with trees / shrubs of similar size and species to those originally required to be planted.

Reason: These details are required to safeguard and enhance the character of the area, secure high quality landscaping and biodiversity net gains in accordance with Policies DM1, DM2 and DM4 of the of the Development Management Policies Development Plan Document. The details are additionally required to safeguard the setting of a heritage asset.

Condition (7)

a) No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, height, design, materials and type of boundary treatment(s) to be erected.

b) The boundary treatment(s) shall be completed as approved before the development is occupied, or in accordance with a timetable agreed in writing with the Local Planning Authority.

Reason: These details are required to be approved before the commencement of development to safeguard and enhance the character of the area and secure high quality landscaping in accordance with Policies DM2 and DM4 of the Development Management Policies Development Plan Document.

Condition (8) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no development of the type described in Part 1 of Schedule 2 of that Order shall be undertaken without the express permission of the Local Planning Authority.

Reason: To safeguard the character of the area and conservation area in accordance with Policies DM1, DM2, DM3 and DM4 of the Development Management Policies Development Plan Document.

Condition (9) Prior to the commencement of development, full details of bat boxes and their locations shall be submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be carried out as approved to the agreed timetable and remain in perpetuity.

Reason: To safeguard protected species and in the interest of biodiversity in accordance with Para 175 of the National Planning Policy Framework and Policies DM1 and DM4 of the Development Management Policies Development Plan Document.

Condition (10) Prior to the commencement of development a written scheme of archaeological investigation must be submitted by the applicant and approved by the Local Planning Authority. Once approved, the scheme shall be implemented in full with an archaeological watching brief being undertaken by a qualified archaeologist. Within two months of the completion of the development, a digital copy of the archaeological report shall be furnished to the Local Planning Authority.

Reason: To afford reasonable opportunity for an examination to be made to determine the existence of any remains of archaeological interest within the site and for the investigation and recording of such remains in accordance with Policy CS8.6 of the Core Strategy and DM3 of the Development Management Policies Development Plan Document.