

# Robin Hood's Bay Bank Bottom Public WC Block

## Heritage Statement

August 2021



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# Robin Hood's Bay Bank Bottom Public WC Block

## Heritage Statement

### EXECUTIVE SUMMARY

**Site Name:** Robin Hood's Bay Bank Bottom Public WC Block

**Address:** New Road, Robin Hood's Bay, Whitby

**Local Planning Authority:** Scarborough Borough Council

**Statutory Listing:** N/A

**Conservation Area:** Robin Hood's Bay Conservation Area

**Scheduled Monument:** N/A

**Date of Property:** Late 19<sup>th</sup> century (c.1881) with 20<sup>th</sup> century remodelling

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**Humble Heritage Ltd is a professional built heritage and archaeological consultancy operating in the specialised area of the historic environment. The practice has extensive experience of historical and archaeological research, assessing significance and heritage impact and preparing heritage statements, archaeological desk-based assessments, statements of significance, conservation management plans and so forth. Humble Heritage Ltd provides heritage and archaeological advice on behalf of a wide variety of clients across much of England and is recognised by the Institute of Historic Building Conservation as a professional Historic Environment Service Provider.**

Humble Heritage Ltd completed this Heritage Statement during August 2021 on behalf of the applicant Scarborough Borough Council and in consultation with their project architects Mick Paxton Architects Ltd. Heritage advice was provided during the design process.

This assessment is intended to inform and accompany a planning application in connection with the repair and refurbishment of the Robin Hood's Bay Bank Bottom Public WC Block on New Road.

The application site falls within the Robin Hood's Bay Conservation Area and lies close to a number of nearby Grade II listed buildings. This report assesses the origins, historical development and current character of the building, its heritage significance and also the contribution that it makes to the conservation area and nearby heritage assets. It concludes with an assessment of the proposals upon (i) the significance of the building, (ii) the character and appearance of the conservation area and (iii) nearby designated heritage assets.

Built as a RNLI lifeboat station in circa 1881, it closed in 1931 and at some point in the 20<sup>th</sup> century was converted to a public toilet block with associated alterations to form WC doors, windows and internal cubicles and with associated sanitary ware, drainage and internal floor and wall tiles. The 1975 Ordnance Survey map labels it as public conveniences, which it remains today, and shows the shelter extension.

This report has identified the heritage significance of the site, which it finds to be no more than local. The Robin Hood's Bay public conveniences are located within a converted lifeboat station and the site has some historical significance as a reminder of this important historical role in the town. While the building has a local level of historical significance, the architectural significance is very limited. This is because the conversion to public conveniences has inevitably changed its external character - eroding its legibility as a former lifeboat station - the interior has been thoroughly altered to accommodate the necessary facilities. Only the traditional stone walling to the external walls, the survival of the original timber surround to the lifeboat station opening and the tile roof survives as evidence of its historical character. Combined with the anchor, these features make a minor positive contribution to the character of the conservation area and a very minor contribution to the character of the national park. The modern shelter, windows, doors, interior have no significance.

The assessment of heritage impact in this report finds that the site is capable of change providing that the legibility of its history as a lifeboat station is not further lost or eroded. The heritage impact upon the significance of the building itself ranges from neutral to beneficial (being necessary to its long term sustainability). The character and appearance of the conservation area and national park is preserved and the special interest of nearby listed buildings also preserved. **There is no harm to heritage significance** as the legibility of the historical character and appearance is maintained. The work is required to address defects in the fabric and represents repairs and periodic cyclical maintenance. With the exception of the roof cover, none of the fabric affected is significant, being either relatively modern (in heritage terms) associated with public conveniences rather than lifeboat use, or being compromised by poor condition. Most of the work is fully reversible.

This report has not identified harm to heritage, while identifying social and environmental public benefits, the most important in heritage terms being to help sustain the future of the historical building. For these reasons, this report concludes that the proposals comply with heritage provisions in the 1990 Planning Act, the National Planning Policy Framework and the local policy context. This report respectfully recommends that the proposed repair and refurbishment work is granted planning permission.

## INTRODUCTION AND METHODOLOGY

- 1.01 This Heritage Statement has been completed by Liz Humble (MA, MA, MCIfA, IHBC), Director, Humble Heritage Ltd, on behalf of the applicant Scarborough Borough Council and in consultation with their project architects Mick Paxton Architects Ltd. This report regards the Robin Hood's Bay Bank Bottom Public WC Block, an unlisted building that falls within the Robin Hood's Bay Conservation Area. This report was produced during August 2021.
- 1.02 The aims of this report are to:
  - Inform the applicant and their specialist advisors with respect to the heritage implications of the proposed architectural works at the application site at Robin Hood's Bay Bank Bottom Public WC Block.
  - To provide a tool to help the local planning authority to understand the development of the site, its significance and the contribution that it makes to the conservation area and the setting of nearby heritage assets.
  - Assist those in the planning system advise and assess future plans for change at the site and satisfy the requirement of paragraph 194 of the National Planning Policy Framework, which indicates that applicants should provide a description of the significance of any heritage assets affected by their proposals (including any contribution made by their setting).
- 1.03 This assessment is based on a site visit, analysis of historic Ordnance Survey maps of the area and secondary and primary source material, in particular historical photographs and the Robin Hood's Bay Conservation Area Character Appraisal and Management Plan.

## SITE LOCATION AND HERITAGE PLANNING CONTEXT

### Site Location

- 2.01 The application site is located within Robin Hood's Bay where it is reached at the end of New Road near the slipway to the sea (**figures 1-2**) in an area known as The Dock. Robin Hood's Bay is a small fishing village with a bay located within the North York Moors National Park, just over 8km south of Whitby and 24km north of Scarborough.



Figure 1: Location plan with site and its immediate surroundings within Robin Hood's Bay



Figure 2: Aerial view (© Google maps)

### Heritage Planning Context

- 2.02 The public convenience block is located within the Robin Hood's Bay Conservation Area that was designated in 1974 and reviewed in 2017 as part of a Conservation Area Character Appraisal and Management Plan. There are a number of further listed buildings within the surroundings.
- 2.03 At the heart of the **National Planning Policy Framework (NPPF)** is a strong presumption in favour of sustainable development (paragraphs 7-11). The purpose of this Heritage Statement is to satisfy paragraph 194 of the National Planning Policy Framework which states that *'In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contributions made by their setting'*.
- 2.04 For planning applications in conservation areas Section 72(1) of the **Planning (Listed Buildings and Conservation Areas) Act 1990** states that *'In the exercise, with respect to any buildings or other land in a conservation area...special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area'*. Conservation areas are defined as *'areas of special architectural or historic interest the character and appearance of which it is desirable to preserve or enhance'* (section 69 (1a)).
- 2.05 Paragraph 197 (previously 192) of the National Planning Policy Framework (NPPF) requires local planning authorities to take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation, and the desirability of new development making a positive contribution to local character and distinctiveness. This states that:
- '197. In determining applications, local planning authorities should take account of:*  
*(a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*  
*(b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*  
*(c) the desirability of new development making a positive contribution to local character and distinctiveness.'*
- 2.06 The Robin Hood's Bay Conservation Area is a designated heritage asset. Paragraph 199 (previously 193) of the National Planning Policy Framework states, *'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 (and the more important the asset, the greater the weight should be)...'* Paragraph 200 (previously 194) states that *'Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification...'*
- 2.07 Paragraphs 201 (previously 195) and 202 (previously 196) of the National Planning Policy Framework make a distinction between proposals that will lead to *'...substantial harm to (or total loss of significance of)...'* a designated heritage asset (paragraph 201) and proposals which will have *'...less than substantial harm...'* (paragraph 202).
- 2.08 In contrast to designated heritage assets, the National Planning Policy Framework does not require planning authorities to give *'great weight'* to the conservation of non-designated heritage assets. Instead, the NPPF states in paragraph 203 (previously 197) that *'The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighting applications that affect directly or indirectly non designated heritage assets, balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.'*
- 2.09 The department for Communities and Local Government's Planning Practice Guidance (PPG) further clarifies the status of non-designated heritage assets: *'Local planning authorities may identify non-*

*designated heritage assets. These are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not formally designated heritage assets. In some areas, local authorities identify some non-designated heritage assets as 'locally listed'.*

2.10 Paragraphs 206-207 cover Conservation Areas, World Heritage Sites and the setting of heritage assets. Paragraph 206 (previously 200) states that, '*Local Planning Authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.*' Paragraph 207 notes that '*Not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance...*'

2.11 In terms of local planning policy, this falls under the **Scarborough Borough Local Plan, 2017**. The Local Plan sets out the planning vision and a strategy for growth up to 2032. The document includes Spatial Development Strategy, Development Management Policies and Site Allocations. Policy DEC 5 regards the historic and built environment. The following is particularly relevant:

*'a. Proposals affecting a designated heritage asset (or an archaeological site of national importance) should conserve those elements which contribute to its significance. Harm to such elements will be permitted only where this is outweighed by the public benefits of the proposal. Substantial harm or total loss to the significance of a designated heritage asset (or an archaeological site of national importance) will be permitted only in exceptional circumstances;'*

*'b. Proposals affecting a Conservation Area should preserve or enhance its character or appearance especially those elements identified in any Conservation Area Appraisal;'*

### **Planning History**

2.12 A review of on-line planning applications pertaining to the application site from 1974 has not recorded any previous planning applications (<https://planning.scarborough.gov.uk/online-applications>).

## **HISTORY OF THE SITE**

3.01 This section of the report examines the historical development of the site from its earliest known origins to the present day. Further information is likely available from the Whitby Lifeboat Museum and Robin Hood's Bay Museum but this is not considered necessary in order to understand the site and its significance for the purposes of this Heritage Statement.

### **Origins**

3.02 The building that forms the application site had not been built by 1849, when the first edition Ordnance Survey map (published 1853) was surveyed (**figure 3**). Instead the area formed part of "The Dock" in recognition of its bay location. A building at The Dock was labelled "Coast Guard Station" and presumably this acted to help shipwrecked sailors, fishermen etc. The Coast Guard Station was a public house in the early 1800s, later converted into three tenements and then in March 1829, the recently established Coastguard service took over the building, originally with the aim of combatting smuggling on the Yorkshire coast. They stayed until moving to other premises in the early 1900s.

3.03 Historical sources record a Robin Hood's Bay National Lifeboat Institution (RNLI founded in 1824) had a lifeboat at the bay from 1881. However, an earlier lifeboat (1839-1881) run by the local coastguard and fishermen launched three times in this period and saved three lives.



- 3.04 A lifeboat was required at Robin Hood's Bay given the presence of a fishing community. However, it is clear from historical shipwrecks and accidents at sea that the lifeboat was not always well maintained. For example, a plaque at the top of The Bank at Robin Hood's Bay tells the story of a heroic rescue in 1881 when a collier brig the "Visitor" foundered in a violent storm whilst carrying a cargo of coal from Newcastle to London. The lifeboat at Robin Hood's Bay was found to be unseaworthy for launching in rough seas. It was this incident that sparked the building of the RNLI lifeboat station thought to have been established in 1881.
- 3.05 The building is first recorded on the second edition Ordnance Survey map published in 1893 (**figure 4**). This labels it "Lifeboat Ho." and it was presumably designed and built to function to accommodate the lifeboat that served Robin Hood's Bay. It is shown with a modest projecting feature of unknown function – perhaps a covered entrance – to the north elevation.

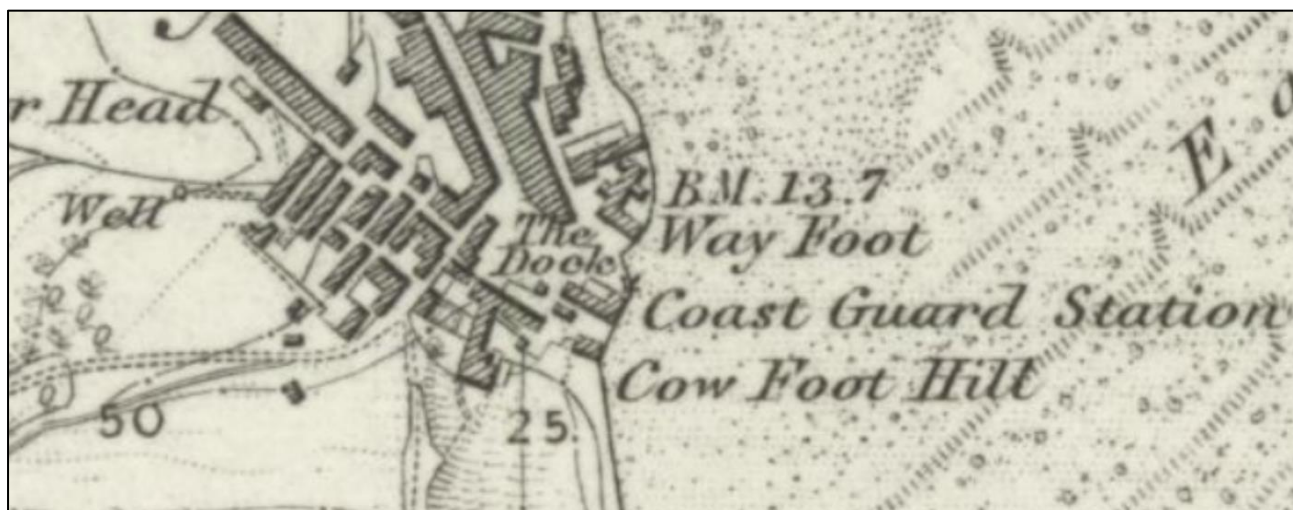


Figure 3: Ordnance Survey map, 1853. The site had yet to be built in the area known as "The Dock"



Figure 4: Ordnance Survey map, 1893 shows the site as a lifeboat house (scale 1:2500)

#### Historical Development

- 3.06 The first lifeboat was the 'Ephraim & Hannah Fox' that launched 11 times between 1881 and 1902 and saved 24 lives. The second lifeboat was the Mary Ann Lockwood that operated 1902-1931 that launched 35 times and saved 58 lives.

- 3.07 The 1913 Ordnance Survey map (**figure 5**) captures the site with the same footprint and use as the 1893 map. Although not labelled as a lifeboat house on the 1928 map, it is known that this use continued unchanged and the footprint of the building on this map remained consistent.



Figure 5: Ordnance Survey 1913 (scale 1:2500)

- 3.08 Old photographs (**figure 6-7**) capture the character and appearance of the site when it was a lifeboat station and include the timber clad gable end elevation with large doors, which opened to allow the boat to be moved to the nearby slipway.



Figure 6: Site captured pre-1931 while it still operated as a lifeboat station



Figure 7: View of lifeboat station captured in relocation to the docks area with a variety of fishing boats

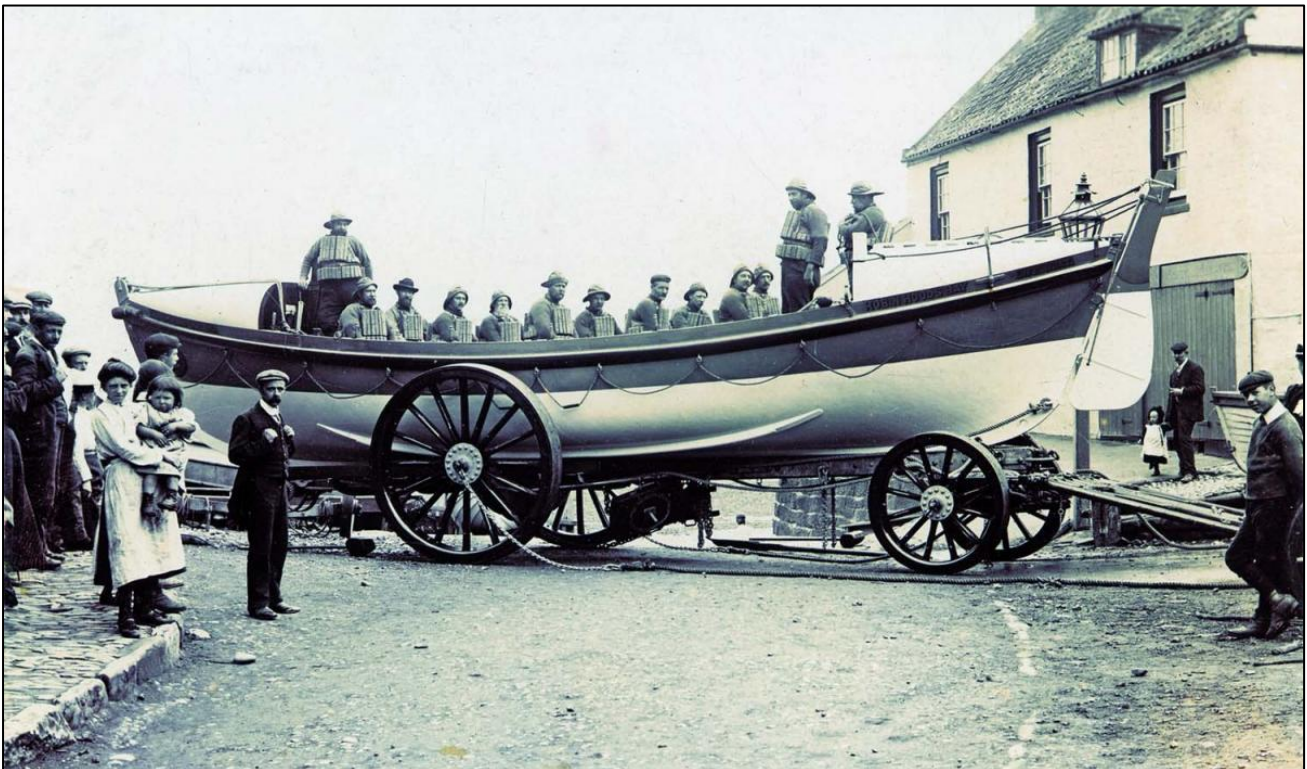


Figure 8: Lifeboat, the Mary Ann Lockwood, captured in c.1905

3.09 The RNLI lifeboat station closed in 1931 (Leach 2018). It may have become public conveniences after this closure. Certainly by the time of the 1975 Ordnance Survey map (**figure 9**), an extension

has been added to the east (the covered shelter) and the site was marked as "P C" i.e. public conveniences.

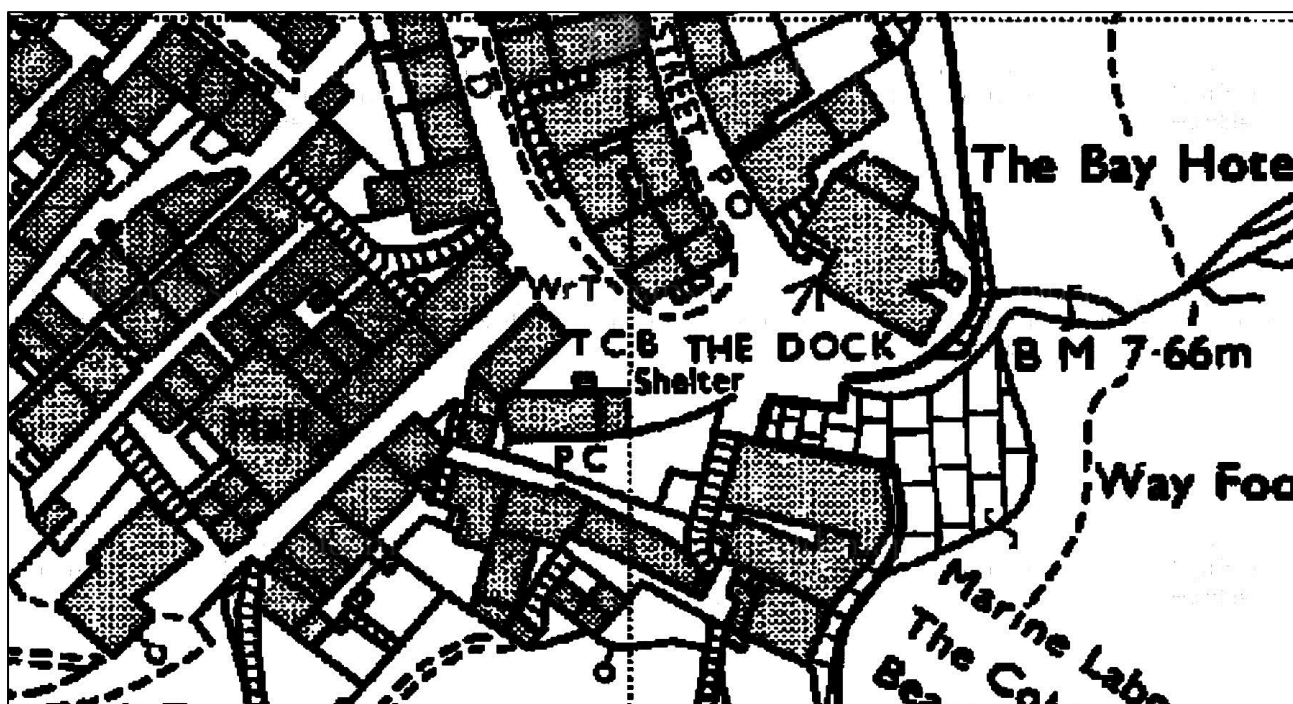


Figure 9: Ordnance Survey 1975 (scale 1:2500). Note that the site is now shown as a public convenience and a shelter has been attached to the east end

## DESCRIPTION OF THE SITE

4.01 In line with the NPPF this report takes a proportional approach with this section providing an overview that describes the site as it appears today, rather than a forensic analysis, with the assessment of heritage impact in section 6 specifically assessing those elements of the site that are being proposed for change. The photographs that follow illustrate the current character of the site but with a focus upon capturing historic features rather than the modern toilets etc associated with current use as these sanitary ware fixtures and fittings have no significance.

### Site Use and Layout

4.02 Built as a lifeboat station, the site has operated as public conveniences for many decades. The detached building is divided internally into male, female and accessible toilets with separate entrances and a separate public shelter at the gable end facing the sea.

### Materials, Form and Character

4.03 The building comprises male and female toilets contained within a single storey detached stone built building with a pitched tile roof. The building has an open shelter with seating facing out to the sea. The walls to the canopy are rendered and the canopy constructed from wood. The rainwater goods are mainly cast iron but with some modern UPVC replacements. The painted timber framed windows and the doors are all 20<sup>th</sup> century in date, being associated with the conversion to toilets.

4.04 Internally the toilet areas are tiled from floor to ceiling and have white painted wooden ceilings. The female toilet contains a loft hatch in the ceiling. All the decorative finishes and sanitary ware is late 20<sup>th</sup> century onwards in date.



Figure 10: Approach to site down New Road. The application site is not visible in this view, which does however highlight the character and appearance of Robin Hood's bay



Figure 11: View of site from public steps to east



Figure 12: View to east gable facing sea with blocked window and inserted lamp with canopy below. The door surround to the original opening has been preserved and bench, floor, rear wall etc inserted in the c.1960s/1970s



Figure 13: Plaque in shelter with list of lifeboat rescues at Robin Hood's Bay lifeboat station



Figure 14: Anchor relocated to right side of canopy. A plaque above records that: "This old single fluke anchor was buried in the Dock and used as a "holdfast" during the launch and retrieval of Robin Hood's Bay's self-righting rowing lifeboats...The anchor was discovered in 1963 and it stands as a symbol of the ingenuity and bravery of generations of Robin's Hood's Bay volunteer lifeboat crews

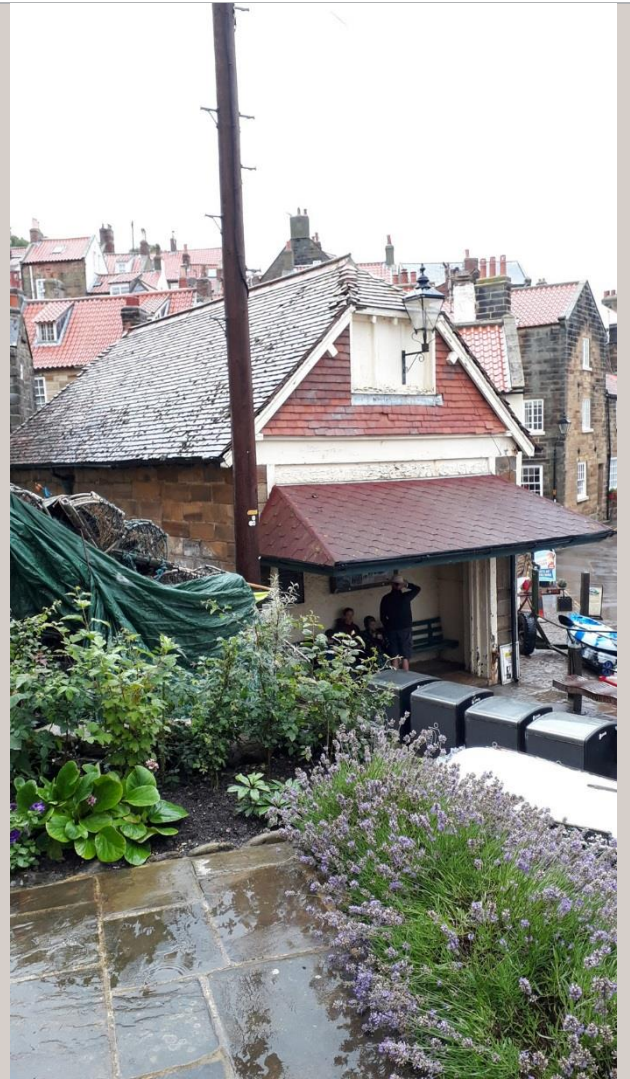


Figure 15: View from steps to east end and south wall of site with townscape rising beyond



Figure 16: WC windows inserted along the south wall that faces rising ground laid with cobbled surface



Figure 17: Detail of one of two blocked earlier windows in the south elevation. Evidence of robust stone lintel and opening infilled with stonework



Figure 18: Detail of the second blocked historical window in the south elevation



Figure 19: View to main (front) north elevation with entrances to male, female and accessible WCs and modern telephone box



Figure 20: Detail of split in cast iron downpipe



Figure 21: Example of window in need of refurbishment



Figure 22: View of interior – modern fabric, decorative finishes and fixtures and fittings

### The Physical Context

- 4.05 The site falls within The Docks area close to the slipway to the sea at Robin Hood's Bay. This historic fishing port is a picturesque place whose character has been formed from its location squeezed within a ravine to the sea. Most buildings are modestly sized tightly packed houses and shops with small linking alleyways with buildings generally extended upwards due to the lack of space. The buildings are predominantly 18<sup>th</sup> century in appearance and built of stone with red pantile pitched roofs and some Welsh slates. Views between the lanes often frame views out to sea or up/down the ravine sides.

## ASSESSMENT OF SIGNIFICANCE

- 5.01 Significance is the concept that underpins current conservation philosophy. 'Significance' in terms of heritage-related planning policy is defined in the Glossary of the National Planning Policy Framework as '*The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting*'. In legislation and designation criteria, the terms 'special architectural or historic interest' of a listed building and the 'national importance' of a scheduled monument are used to describe all or part of what, in planning terms, is referred to as the identified heritage asset's significance.
- 5.02 The importance of identifying the significance of a site is highlighted in the National Planning Policy Framework as this is essential in informing future change to heritage assets. The aim of conservation is to manage change to ensure that significance is protected, and also revealed, reinforced and enhanced, at every possible opportunity.
- 5.03 The significance of the site is considered to primarily derive from the elements described below.
- Historic Interest**
- 5.04 Historic interest as defined in the Glossary to the National Planning Policy Framework is defined as an interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.
- 5.05 The site is considered to have a local (low) historic interest due to its late Victorian origins as a lifeboat station where the two lifeboats were involved in several rescues at sea, which helped saved lives. This history is celebrated in the modern plaque to the rescues at sea and accompanying



interpretation boards in the public shelter at the building. The position close to the slipway and the fixing of the anchor to the shelter (the anchor that was historically used during lifeboat launches) are an important part of the legibility of the historical purpose of the building as the lifeboat station.

### **Architectural Interest**

- 5.06 Architectural and artistic interest is defined in the National Planning Policy Framework Glossary as interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skill, like sculpture.
- 5.07 The site does not have any artistic interest.
- 5.08 The architectural interest of the site is negligible – making no more than a very modest contribution to the overall significance of the site or surrounding townscape. This is because the loss of the original doors and infilling of the east gable and the insertion of WC type windows, doors and interior has no significance. What limited architectural interest there is resides in the use of traditional materials – natural stone walling and tile roof cover – and evidence of the former surround to the double door opening. Other than perhaps the roof structure (not inspected) the interior has no significance.

### **Contribution of the Site to the Significance of Robin Hood's Bay Conservation Area**

- 5.09 The Robin Hood's Bay public convenience building positively contributes to the conservation area due to its history as a late Victorian built lifeboat station with the lifeboats making a number of successful rescues at the sea around the town and acting as a reminder of the fishing industry. The position of the site by the slipway and the fixing of an anchor to the building therefore positively contribute to this legibility of historical use.
- 5.10 The interior of the building and the modern shelter attached have no significance. Nor do the modern windows, door openings etc associated with its conversion to public toilets. Indeed this conversion has eroded the historical legibility of the building, although this "harm" has been mitigated through the design and placement of plaques and information board in the shelter that tell the story of the building. The architecture of the building makes only a limited contribution to its significance, with the natural stone walling, modest size and tile roof cover being appropriate in the townscape setting.
- 5.11 The building sits within The Docks, a rare area of open land within Robin Hood's Bay. This open character improves the visibility of the building within the immediately surrounding streetscape, although it is not visible from New Road, until the final approach to it.

### **Summary Statement of Significance**

The Robin Hood's Bay public conveniences are located within a converted lifeboat station and the site has some historical significance as a reminder of this important historical role in the town. While the building has a local level of historical significance, the architectural significance is very limited. This is because the conversion to public conveniences has inevitably changed its external character – eroding its legibility as a former lifeboat station - while the interior has been thoroughly altered to accommodate the necessary facilities. Only the traditional stone walling to the external walls, the survival of the original timber surround to the lifeboat station opening and the tile roof survives as evidence of its historical character. Combined with the anchor, these features make a minor positive contribution to the character of the conservation area and a very minor contribution to the character of the national park.

The modern shelter, windows, doors, interior have no significance.

## HERITAGE IMPACT OF THE PROPOSED DEVELOPMENT

### The Proposal

- 6.01 This assessment has been prepared in connection with the proposed scheme to refurbish and repair the public convenience building at Robin Hood's Bay.
- 6.02 The assessment of heritage impact is presented below based upon the architectural drawings by Mick Paxton Architects Ltd.

### Justification for the Proposed Works

- 6.03 Trident Building Consultancy Limited have prepared a 10 year preventative maintenance report for the Robin Hood's Bay Bank Bottom public convenience block in September 2019. This highlighted the need for repair and maintenance work in order to keep the building in good order and repair / renew defective fabric.

### Assessment of Heritage Impact

- 6.04 The proposals involve the following main interventions as set out below.

<p><b>Proposal</b> Rainwater goods: replace defective cast iron down pipes and soil vent pipes and replace UPVC gutters. All replacements to be traditional cast iron</p>
<p><b>Significance</b> The UPVC replacement gutter sections etc have no significance and detract from the traditional appearance of the area. The cast iron goods have some significance due to the traditional material but are failing in functionality and also aesthetically due to their poor condition and this compromises any significance that they have</p>
<p><b>Heritage Impact</b> Beneficial - the work will be an aesthetic enhancement in replacing a mix of materials in poor condition with an aesthetically coherent suite of rainwater goods and pipes</p>
<p><b>Justification</b> The affected material is no longer fit for purpose due to corrosion, cracking, distortion and broken connections</p>

<p><b>Proposal</b> Replace clay tile roof cover with like for like rosemary tiles</p>
<p><b>Significance</b> The roof cover may be original and is certainly historical, positively contributing the traditional appearance of the town. The roof form also has some interest</p>
<p><b>Heritage Impact</b> Neutral - the roof form will be retained and the roof cover replaced on a like for like basis that will visually integrate very well into the surrounding townscape character</p>
<p><b>Justification</b> Several roof tiles have slipped, have broken up or are missing. Due to the level of defects and the extent of previous repairs to the covering it is approaching the end of its lifespan and replacement provides an economical and sustainable solution as opposed to ever increasing incremental repairs and part replacements with associated multiple scaffolding and labour costs</p>

<b>Proposal</b>
External redecoration to all rafter ends, soffits and fascias in renewed paint finish to match existing
<b>Significance</b>
This fabric is part of the character of the building but suffers aesthetically due to flaking paint finishes
<b>Heritage Impact</b>
Beneficial - no loss of fabric, with the work improving the cosmetic appearance and providing ongoing protection from weather. The work is reversible in heritage terms
<b>Justification</b>
The work is part of cyclical redecoration and the long term sustainability of the fabric

<b>Proposal</b>
Install louvres to all windows
<b>Significance</b>
None – the windows are relatively modern and have no heritage significance
<b>Heritage Impact</b>
Neutral – no historic fabric is affected nor is any historical legibility lost. The work is reversible in heritage terms
<b>Justification</b>
Improve ventilation

<b>Proposal</b>
Internal changes to include upgrades to sanitary fittings and nappy change area
<b>Significance</b>
None – the internal fixtures and fittings and decorative work has no significance being modern and associated with public convenience use
<b>Heritage Impact</b>
Neutral – no historic fabric or character will be lost or otherwise affected. The work is reversible in heritage terms
<b>Justification</b>
Improve facilities

### **Heritage Impact Summary**

- 6.05 The work is required to address defects in the fabric and represents repairs and periodic cyclical maintenance. With the exception of the roof cover, none of the fabric affected is significant, being either relatively modern (in heritage terms) associated with public conveniences rather than lifeboat use or being compromised by poor condition. Most of the work is fully reversible and the building will retain its existing legibility as a former lifeboat station.
- 6.06 For the reasons given above, this assessment finds that the heritage impact upon the significance of the building itself ranges from neutral to beneficial (being necessary for its long term sustainability). The character and appearance of the conservation area and national park is preserved and the special interest of nearby listed buildings is also preserved. **There is no harm to heritage significance.**

### **Public Benefits**

- 6.07 This development is considered to meet the test of sustainable development set out in the National Planning Policy Framework for the following reasons:

**Social Benefits:** as a publically accessible building providing a social use, the improvements to the public conveniences and the facilities available is a public benefit.

**Environmental Benefits:** the works represent the periodic cyclical repair and refurbishment required to keep older buildings in use and prevent issues with the fabric escalating. The work will give the existing building a more long-term sustainable future by arresting deterioration.

## CONCLUSION

- 7.01 This Heritage Statement has been prepared in connection with the proposed repair and refurbishment of the public conveniences situated in The Dock area of Robin Hood's Bay Conservation Area. The building itself is not a designated heritage asset.
- 7.02 This report has identified the heritage significance of the site, which it finds to be no more than local. The Robin Hood's Bay public conveniences are located within a converted lifeboat station and the site has some historical significance as a reminder of this important historical role in the town. While the building has a local level of historical significance, the architectural significance is very limited. The modern shelter, and the windows, doors and interior of the public convenience building have no heritage significance.
- 7.03 The assessment of heritage impact in this report finds that the site is capable of change providing that the legibility of its history as a lifeboat station is not further lost or eroded. The heritage impact upon the significance of the building itself ranges from neutral to beneficial (being necessary to its long term sustainability). The character and appearance of the conservation area and national park is preserved and the special interest of nearby listed buildings is also preserved. **There is no harm to heritage significance** as the legibility of the historical character and appearance is maintained. The work is required to address defects in the fabric and represents repairs and periodic maintenance. With the exception of the roof cover, none of the fabric affected is significant, being either relatively modern (in heritage terms) associated with public conveniences rather than lifeboat use, or being compromised by poor condition. Most of the work is fully reversible.
- 7.04 This report has not identified harm to heritage, while identifying social and environmental public benefits, the most important in heritage terms being to help sustain the future of the historical building. For these reasons, this report concludes that the proposals comply with heritage provisions in the 1990 Planning Act, the National Planning Policy Framework and the local policy context. This report respectfully recommends that the proposed repair and refurbishment work is granted planning permission.

## SOURCES CONSULTED

### Published Secondary Sources

Communities and Local Government (2021). *National Planning Policy Framework*.

English Heritage (2008). *Conservation Principles, Policies and Guidance*.

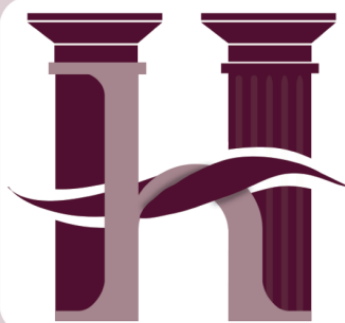
Leach, N. (2018). *The Lifeboat Service in England; the North East Coast, Station by Station*

North York Moors National Park. Robin Hood's Bay Conservation Area character Appraisal and Management Plan. October 2017

### Internet and Library Resources

Ordnance Survey maps of Scarborough.

Planning portal - <https://planning.scarborough.gov.uk/online-applications/propertyDetails>



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